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MEMO TO: Henry Bennett
Acting, State Highway Engineer
Acting, Chairman, Research Committee

SUBJECT: Research Report 554; "Frictional Performance of Pavements and Estimates of Accident Probability;" KYP-74-60, Part III B; and KYHPR-75-76 and KYHPR-71-66; Part II; HPR-PL-1(16)

The report submitted herewith presents a comprehensive and innovative evaluation of standard and experimental surfaces on roads in Kentucky in terms of skid resistance and effects of traffic. Criteria for judging suitability of these surfaces to satisfy requirements for skid resistance and economics are also developed and cited therein.

Expedient judgments may now be made in the selection of pavement types most suitable for various traffic volume roads. Failure of a few pavements to meet minimum friction needs tend to spoil the lot. Balancing high goals and standards with economic considerations, only an occasional occurrence of spoiler will be found. Then, to safeguard the public from those pavements found to be excessively slippery, deslicking or texturing would be the preferred remedy. Otherwise, advisory signs warning of the hazard may be posted. "Slippery When Wet" signs, if left too long, may be adjudged to be a sign or admission of negligence.

Skid resistance data gathered over several years were used in the regression analyses; most of the data were obtained from statewide surveys. Performance of some pavement types was determined from rather limited data and, in some cases, several years of data for some pavements were combined with single data points for other pavements. In those cases, some caution must be taken in viewing the performance equations as being faithfully representative of pavements of that type. Of course, validity of traffic volume data as well as accuracy, and even appropriateness, of the friction values obtained (at 40 mph for instance) and used as an index to accident risks in wet-pavement conditions remains a concern.

The development and performance-monitoring of skid-resistant surface courses continues. Surfaces introduced rather recently, including Class AA bituminous, must be tested further and inspected frequently. Additional insights concerning life and character of those surfaces, and the aggregates and sands used in them, may be expected. Crushed, sharp, hard, or vesicular non-polishing aggregates continue to be the attributes of ingredient materials importing skid-resistant qualities to surface courses.

The contributions of earlier work undertaken in Research Study KYHPR-71-66 on Correlation of Pavement Skid Resistance with Qualities of Sands, including Research Reports 312 and 385, must be recognized. Insights and understanding were gained there, and the methods of test and specifications for sand-asphalts have affected the development, or evalution, of other surface courses.

Respectfully submitted,

Jas. H. Havens
Director of Research

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Attachment
cc's: Research Committee

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16. Abstract


ABSTRACT

Objectives of this study were to evaluate standard and experimental surfaces throughout Kentucky in terms of skid resistance and effects of traffic, and to provide criteria for judging suitability of these surfaces to satisfy requirements for skid resistance and economics. The effects of traffic were quantified by regression analysis and scatter of data. Criteria included an estimate of accident risks, effects of speed on skid resistance, and seasonal variations in skid resistance.

The analysis indicated that pavements on low volume roads (less than 1,000 vehicles per day) maintained adequate skid resistances. Open-graded friction courses, with the possible exception of sections using phosphate slag aggregate, maintained adequate skid resistance to meet design requirements. The adequacy of other pavements may be judged from the criteria provided herein.

Estimates of accident reduction were made by combining the relationship between skid numbers and accidents with the distribution of skid numbers for each pavement type. Those reductions were used to calculate benefits which, along with costs of overlay, were used to determine benefits-cost ratios. Benefits exceeded costs for roads having AADT's greater than 750, 2,500, and 5,000 and SN's less than 24, 30, and 35, respectively.


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Research Report
-554-

# FRICTIONAL PERFORMANCE OF PAVEMENTS AND ESTIMATES OF ACCIDENT PROBABILITY

INTERIM REPORT
KYP-74-60; HPR-PL-1(16), Part III B

and

INTERIM REPORT
KYHPR-75-76; HPR-PL-1(16), Part II

and

FINAL REPORT
KYHPR-71-66; HPR-PL-1(16), Part II

by

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DEPARTMENT OF TRANSPORTATION
Commonwealth of Kentucky



September 1980

## INTRODUCTION

Reduction in skid resistance of pavements is related to loss of macro-texture and to polishing of aggregates. Loss of macro-texture is caused by wear and, in case of asphaltic concrete, consolidation induced by traffic. Skid resistance varies with cumulative traffic (1). Variances are influenced by and attributed to differences in volume and composition of traffic, aggregate types (polish susceptibility), and weathering (including frequency and duration of rainfall). Variations occur seasonally (2) and are affected by traffic volume.

Survey testing of roads in Kentucky since 1974 has generated data to evaluate the performance of several types of pavements. These include Class I, Types A and A (Modified), bituminous pavement; portland cement concrete pavement; and Kentucky rock asphalt. Other types of pavement have generated sufficient data to determine performance up to about 12 million vehicular passes. These mixtures include Sand-Asphalt, Special Provision 59B; Sand-Asphalt, Type I; Sand-Asphalt, Type II; and open-graded friction courses. More limited data from other surfaces and texturing treatments are also presented. These include sprinkle treatment, milling, and bituminous concrete, Class AA (skid resistant).

Degrees of hazard are related to needs for traction and, therefore, to speed and density of traffic, turning and stopping movements, and roadway geometrics. Indeed, there are degrees of risk associated with highway hazards. Nevertheless, expedient judgements are being made in regard to the significance or meaning of skid numbers. Critical SN's have been derived for interstate and toll roads (3) and for principal two-lane roads (US routes) (4). The critical value of SN for interstate and toll roads (by interpolation) was about 40; the critical value for principal two-lane roads was between 38 and 43.

Speed limits were reduced from 60 mph (26.8 m/s) (daytime) to 55 mph (24.6 m/s) in March 1974. The relationship between accidents and pavement friction, therefore, may have been altered. A study of those after-effects is going forward. Preliminary results from two-lane roads (about 5,000 miles (8,000 km)) are presented herein.

Perhaps the surface providing the highest SN's may seem desirable -- to minimize risks. Otherwise, minimizing risks must be balanced with benefits to obtain the greatest safety with monies available. Thus, final criteria for adequacy of surface courses must include a best-good-for-all approach and priority-type programming; and the criteria may be different for various classes of roads.

## DATA SOURCES

### SKID TEST

Beginning in 1974, testing was done from June through November. Through 1975, tests were made with a Surface Dynamics Pavement Friction Tester (Model 965A). The two-wheeled skid-test trailer was acquired in 1969. A second unit, a Model 1270 Pavement Friction Tester, was acquired in March 1976. It was equipped for survey-type testing (left wheel path only). Both units were used in 1976 through 1979. The units were fabricated by K.J. Law Engineers, Inc. and comply with ASTM E 274 (5). The measurements are based on a standard tire (ASTM E 501) (6) and a wetted pavement. The locked-wheel measurement is expressed as skid number (SN). The equipment, methods, and procedures have been described previously (7, 8).

Test on portland cement concrete (PCC) and Class I, Type A and Type A (Modified), bituminous surfaces on interstate and toll roads were made in 1974, 1977, and 1979. All lanes were tested in 1974; only the outer lanes were tested during 1977 and 1979. Tests on other PCC and Class I, Type A and Type A (Modified), bituminous surfaces and on Kentucky rock-asphalt surfaces were made as a part of the 1975 survey (8). Sections of Class I Type A and Type A (Modified) pavements were included in the

analysis of performance only if they were at least 4 miles (6.4 km) long. Tests on the other pavements were made at various times during the period from June 1974 through 1979. Some pavements were tested at 25 and 55 mph (11 and 25 m/s), and all pavements were tested at the standard test speed of 40 mph (18 m/s).

## ACCIDENT INFORMATION

Accident data were obtained from State Police records which were computerized by the Department of Justice. Accidents reported during calendar years 1976 and 1977 were used in conjunction with skid numbers obtained in 1975 and 1976, on two-lane roads, to determine a relationship between wet-pavement accidents (as a percentage of total accidents) and pavement friction. Accidents for the 2-year period totaled 29,783 -- of which 5,930 occurred during wet-pavement conditions -- on 1,209 sections. Accidents reported during 1979 were used in conjunction with skid numbers obtained during 1977 and 1978, on two-lane roads, to determine wet-pavement accidents per mile (km) per year to ascertain potential benefits from de-slicking. Accidents totaled 16,533 -- of which 3,785 occurred during wet-pavement conditions -- on 1,132 sections.

## PRECIPITATION

Precipitation data were obtained from monthly tabulations of "Local Climatological Data" (9) for seven weather stations in and around Kentucky. Yearly averages of precipitation in Kentucky since 1969 are presented in Table 1.

## TRAFFIC VOLUME

Annual average daily traffic (AADT) was determined for each pavement section using the traffic flow maps published biennially by the Office of Transportation Planning. The 1975 AADT's were used with accidents occurring during 1976 and 1977 on sections tested in 1975 and 1976. The 1977 AADT's were used with accidents during 1979 on sections tested in 1977 and 1978. The AADT's were also used to calculate cumulative traffic.

# PROCEDURES

## CUMULATIVE TRAFFIC CALCULATIONS

The 1973 AADT's were used for the 2-year period of 1973 and 1974; the 1975 values were used for 1975 and 1976; etc. For two-lane roads, the cumulative traffic was calculated from the AADT value, divided by two, times the number of days in the time frame. For four and six-lane roads, the values were adjusted according to lane distribution factors reported by Pigman and Mayes (10). All values were as of the date of test. No weighting factors for trucks were applied.

An effective annual average daily traffic was determined for each pavement section by dividing the cumulative traffic by the number of days the pavement was open to traffic. The effective AADT then is the average number of vehicles per day that traversed the pavement.

## REGRESSION ANALYSIS

The relationships between skid resistance and cumulative traffic were determined by regression analysis and the method of least squares. Previous research (1) had shown that skid resistance could be related to the logarithms of cumulative traffic; therefore, a logarithmic equation was used here as the model. Cumulative traffic was expressed in terms of millions of vehicle passes. New surfaces subjected to little or no traffic yielded spurious skid numbers. For this reason, data associated with cumulative traffic of less than 0.1 million vehicle passes were omitted from the regression analysis.

Preliminary analysis of Class I bituminous and portland cement concrete pavements indicated the best-fit equations were unduly influenced by sections having low volumes of traffic. Cumulative traffic for these low-volume sections were, of course, also low, and skid numbers were high. This resulted in best-fit equations that predicted unduly low skid numbers at high values of cumulative traffic. For this reason, the data were grouped by effective AADT, and the performance equations were determined for

TABLE 1. PERCENT OF TIME OF PRECIPITATION IN KENTUCKY (TRACE OR MORE).

| YEAR | RAINFALL | SNOW AND ICE | NO PRECIPITATION |
|---|---|---|---|
| 1969 | 11.5 | 2.6 | 85.9 |
| 1970 | 11.5 | 3.1 | 85.4 |
| 1971 | 10.5 | 2.4 | 87.1 |
| 1972 | 14.3 | 2.3 | 83.4 |
| 1973 | 13.1 | 2.3 | 84.6 |
| 1974 | 13.8 | 2.4 | 83.8 |
| 1975 | 13.5 | 2.4 | 84.1 |
| 1976 | 9.9 | 2.1 | 88.0 |
| 1977 | 10.1 | 3.9 | 86.0 |
| 1978 | 11.5 | 4.2 | 84.3 |
| 1979 | 13.8 | 3.9 | 82.2 |
| All | 12.1 | 2.9 | 85.0 |

each group.

Scatter of data at low values of cumulative traffic was greater than at high values (see APPENDIX B). Thus, the standard errors of estimate, derived from regression analyses, were not an appropriate indicator of scatter throughout the range of cumulative traffic. Instead, standard deviations were determined using data stratified by cumulative traffic.

The first part of the procedure to determine standard deviation was to establish a data set representing the differences between measured SN and predicted SN. These differences were then grouped in a five-point, moving average beginning with the five highest cumulative traffic values. The standard deviation of the differences in SN and the average cumulative traffic were determined for this group of five points. The data for the highest cumulative traffic was then dropped, and the sixth highest value was added. Again, the standard deviation of the differences in SN and the average cumulative traffic were determined. The procedure continued until the last group consisted of data associated with the five lowest values of cumulative traffic.

A multiple of the calculated standard deviation was subtracted from the SN predicted for the average cumulative traffic. This was done for each five-point group and resulted in a set representing a lower limit of SN's above which a known percentage of measured SN's occur. The percentage depends on the multiple of the standard deviation. In this analysis, a multiple of 2.5 was used to establish SN levels which should be exceeded by 99.4 percent of the measured SN's. Additional analysis was done to determine a multiple, and consequently a percentage, for predetermined levels of SN's. Relationships between the lower limit of SN's and cumulative traffic were determined.

## CRITERIA FOR PREQUALIFYING PAVEMENTS

### FRICTION REQUIREMENTS FOR ROADS

The relationship between percentage of accidents on wet pavement and SN's on two-lane roads (about 5,000 miles (8,000 km)) is presented in Figure 1. Here, the points represent averages of groupings by two skid numbers. The data were fitted by regression analysis such that the line would indicate nearly 100 percent at SN of 0. Also, at high values of SN, the percentage of wet-pavement accidents would be at least as high as the percentage of time the pavements were wet. In Kentucky, for the two-year period of accident statistics (1976 and 1977) included in the analysis, this percentage was 10; but it was adjusted to 12. Regression equations were determined for various percentages at which the curve becomes asymtotic. The best-fit line is presented in Figure 1. The line indicated that, even if skid resistance remained equivalent to dry-pavement values, wet-pavement accidents comprised 16 percent of the total. This four-percentage point increase (from 12 percent wet time) resulted because reduced visibility, roadway spray, and hydroplaning contributed to accidents. The data were greatly scattered. Thus, use of this trend line for evaluating specific locations must be in conjunction with other supporting statistics -- such as occurrences of accidents or, perhaps, number of conflicts.

A minimum skid number must be set to safeguard the public from slipperiness regardless of the accident history of the highway or conditions of the pavement otherwise. Figure 2 was prepared, from the best-fit line of Figure 1, to show the increased risk of an accident being a wet-pavement accident at SN's less than the equivalent dry-pavement values. For example, from Figure 1 at SN 60, 18 percent of the accidents occurred on wet pavements; this was a 12.5-percent increase from the 16 percent. Likewise, at SN 27, 32 percent of the accidents occurred on wet pavements; this was a 100-percent increase from the 16 percent.

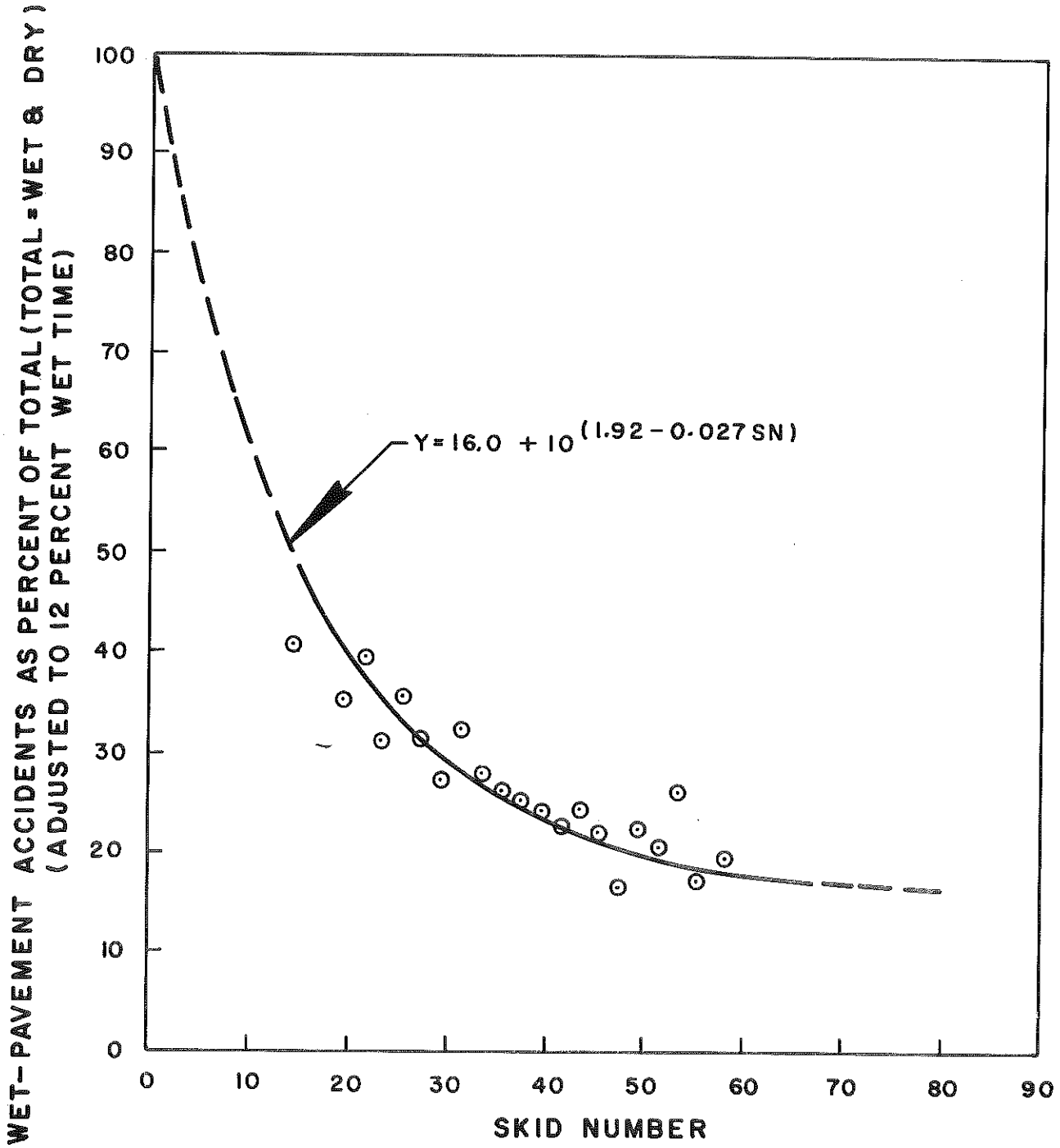



Figure 1. Wet-Pavement Accidents as Percentage of Total (Adjusted to 12 Percent Wet Time) versus Skid Number (1976-1977); 1,200 Sections (about 5,000 miles (8,000 km)) of Two-Lane Roads; Grouped by Two Skid Numbers; AADT's above 750.

Of course, pavements cannot be maintained at SN's equivalent to dry-pavement values; and obtainable levels of skid resistance for new pavements must be selected on the basis of other criteria (discussed later). Moreover, the relationship shown in Figure 2 indicates the desirability of establishing a maximum risk for existing pavements and provides a means of assessing the relative consequences. The selection of maximum risk must be tempered with realism. For example, an unallowable increased risk of only 50 percent (SN 38) would mean that over one-half of the road mileage (AADT more than 1,000) would not qualify (almost 5,000 miles (8,000 km)). However, an unallowable risk of 91 percent (SN 28) would mean that a more manageable, six percent of the road mileage would not qualify (almost 600 miles (1,000 km)).

Present criteria for identifying pavements in need of de-slicking (11) specifies that any highway section with an AADT greater than 1,000 should be de-slicked if the SN of the pavement is 28 or less. A total of 632 miles (1,011 km) of state roads met this criterion. In addition, highway sections with SN's between 29 and 32 were selected if accident experience indicated a wet- to dry-pavement accident ratio of at least 0.30. These sections totaled an additional 30 miles (48 km). As efforts to de-slick candidate roads are successful, increasing the minimum SN allowed on existing pavements may be feasible.

Based on these present criteria for identifying existing pavements in need of de-slicking, the criterion for new pavements, for this category of road, was set to prevent future occurrences. The criterion specifies that the mature SN of a surface, at -2.5 standard deviations (99.4 percent assurance), must exceed 32.

## PAVEMENT LIFE

Judgments of the suitability of surfaces must include a consideration of service life and traffic volumes to determine when a SN is a mature value. A surface, during its life, may provide suitable SN's for a road with low traffic volume but may not be adequate for a road with high traffic volume. For example, if a pavement provides adequate SN through 10 million vehicle passes and its service life is estimated as 12 years, the pavement is suitable for use on roads with traffic volumes as high as 4,600 vehicles per day (average volume for the 12 years)(see Figure 3). At lower traffic volumes, the pavement would age 12 years prior to accumulating 10 million vehicle passes. At higher traffic volumes, the surface may exhibit SN's of 32 or less before reaching the 12 years of life and, thus, may require a premature (or planned) surface renewal.

The useful life of an overlay depends on such variables as type and thickness of the overlay, traffic volume, numbers and types of trucks, and weather conditions (12). The useful life of an overlay ends when it becomes unusually slick, rough, cracked, or rutted. Predicting the number of years when any of these failing conditions will occur is quite difficult. The actual term of service ends when the pavement is resurfaced again or when the road is abandoned.

## EFFECTS OF SPEED

Another characteristic to be considered in judging the suitability of surfaces is the relationship between skid resistance and speed. Skid resistance decreases with increasing speed. The skid resistance at 40 mph (18 m/s) (normal test speed), from earlier tests (1), was 12 to 15 SN's higher than at 60 mph (27 m/s). Many of the pavements were tested at 25 mph (11 m/s) and 55 mph (25 m/s). These data are included in APPENDIX C. A representative curve for each pavement type is shown in Figure 4. The decrease in skid resistance, from 40 mph (18 m/s) to 55 mph (25 m/s), ranged from a high of 10 SN's on portland cement concrete (burlap drag texturing) to 3 SN's on open-graded friction courses.

A vast majority of pavements involved in the study to relate accidents with pavement friction on two-lane roads were Class I bituminous (shown in Figure 1).

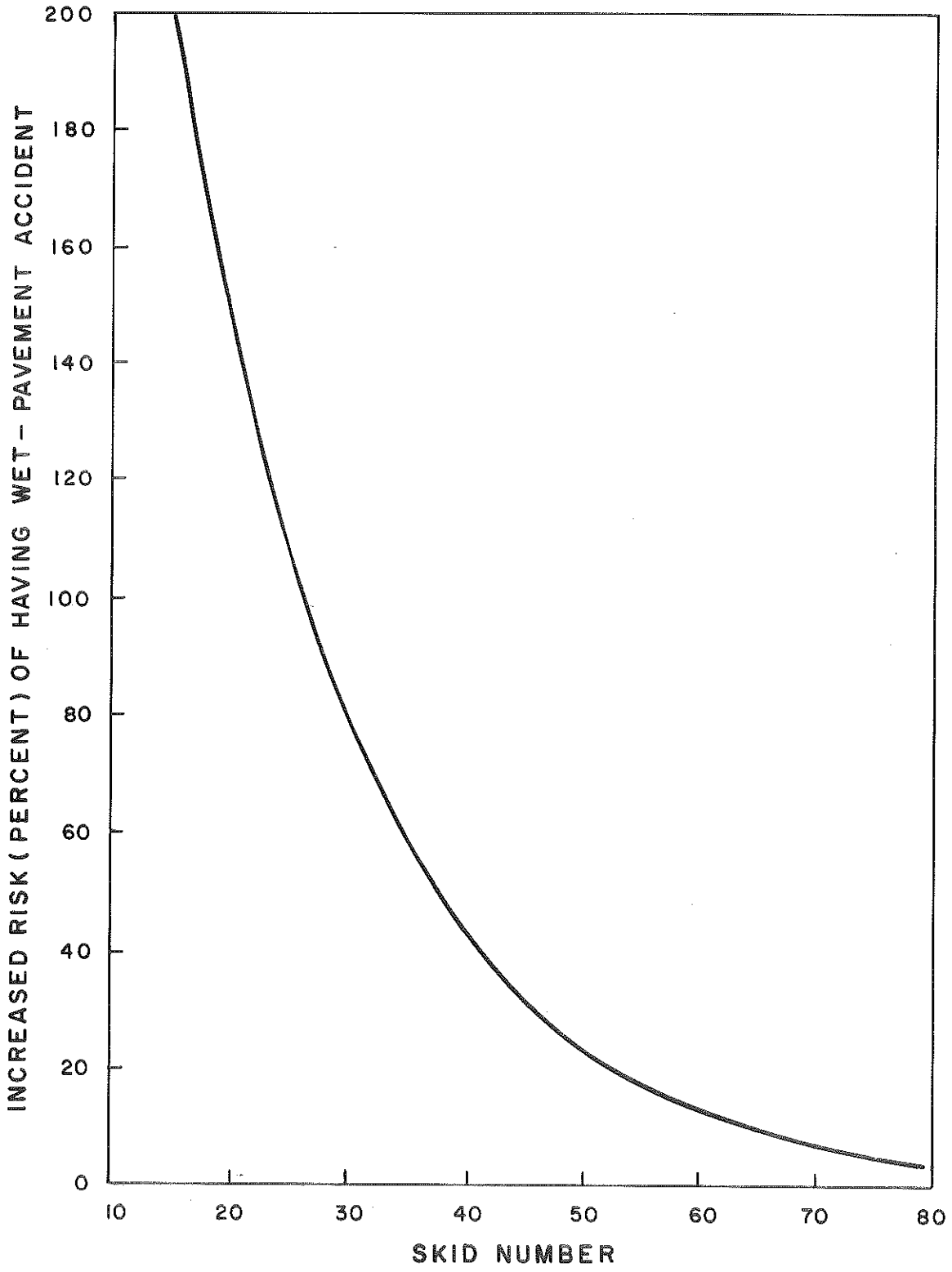
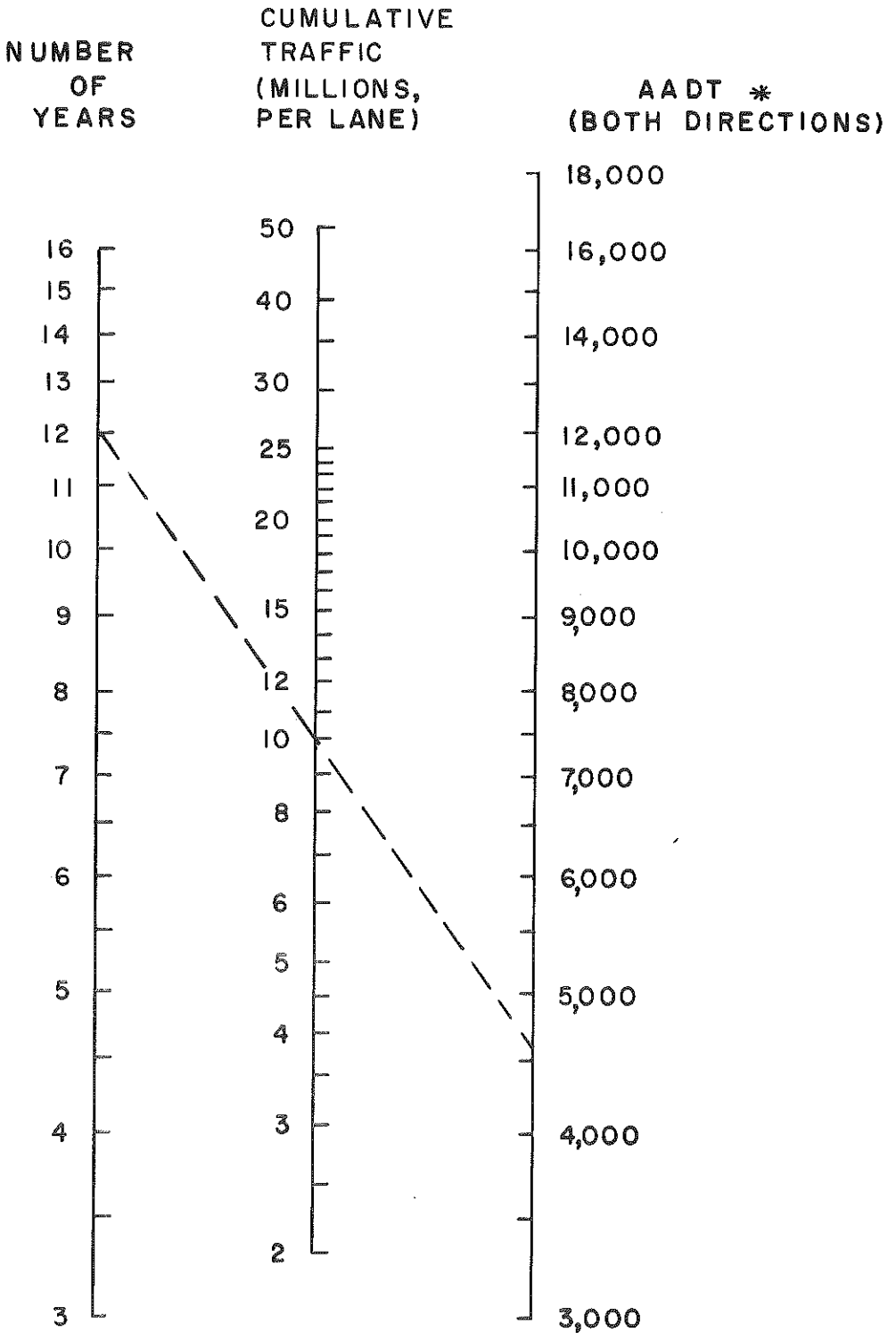



Figure 2. Increased Risk of Having Wet-Pavement Accident at Skid Numbers less than Dry-Pavement Values.




* Use lane distribution factors to convert AADT to lane values

Figure 3. Nomograph Relating Number of Years, Cumulative Traffic, and AADT.

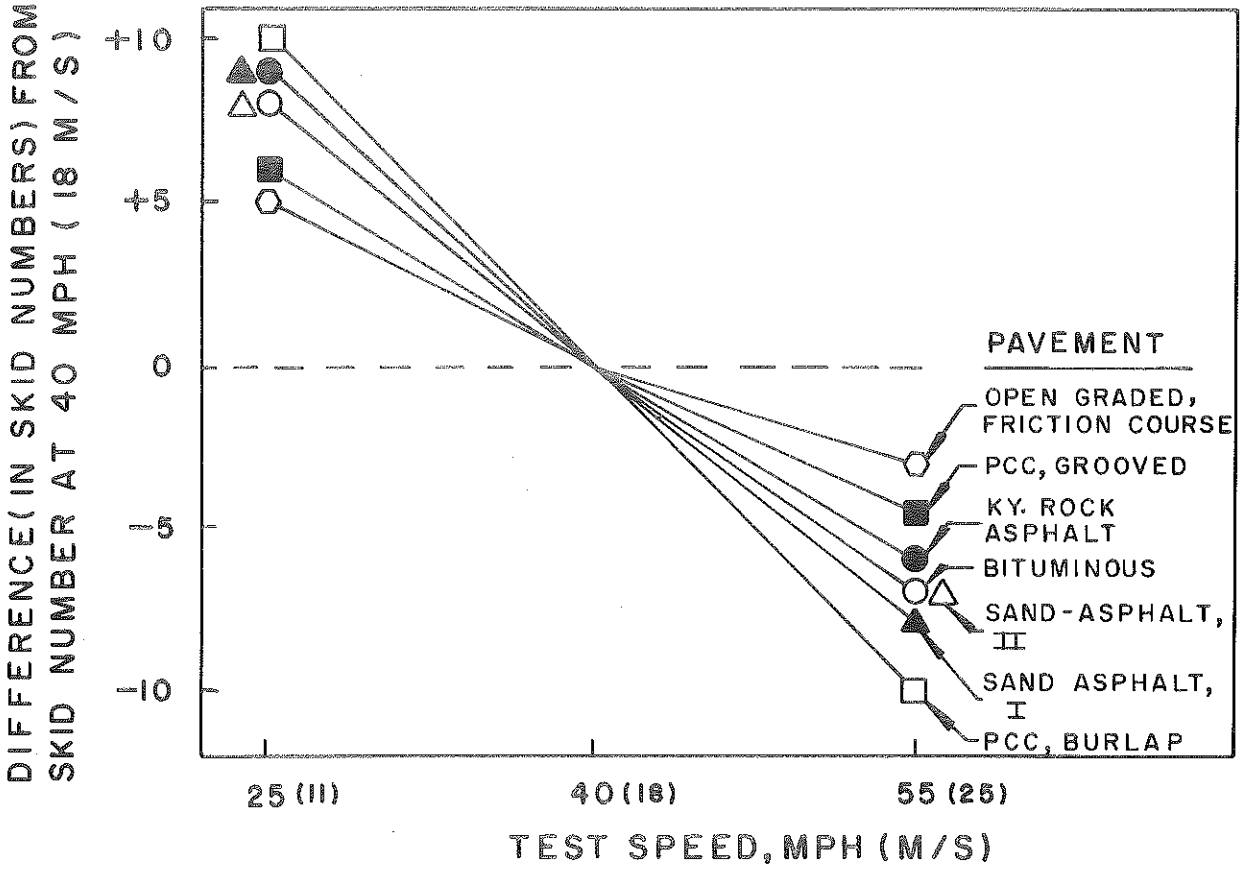



Figure 4. Effect of Speed on Skid Resistance of Several Pavement Types.

Therefore, surfaces for high-speed roads, and with decrease in skid resistance lower than for Class I, may be viewed more positively; and surfaces with higher decreases in skid resistance may be viewed more negatively. On the other hand, surfaces for low-speed roads may be viewed more positively if increases in skid resistance, from 40 mph (18 m/s) to 25 mph (11 m/s), are higher.

### SEASONAL VARIATIONS

Evaluations, herein, were based on tests conducted during the summer and fall. Research has shown that skid resistance varies seasonally and is lowest during the late summer and early fall (2). Table 2 presents the maximum, yearly, SN variations of pavements in Kentucky. Class I bituminous surfaces, on higher volume roads, were as much as 14 SN's higher during the winter than that during the late summer. Sand-Asphalt exhibited as much as 11 SN's higher, and PCC pavements were 5 SN's higher. Data on one section of an open-graded friction course indicated the skid resistance of that surface varied little. A higher SN during the winter and spring is, of course, a positive attribute of a pavement and should be considered in the selection of surfaces.

## PAVEMENT PERFORMANCE

### CLASS I, BITUMINOUS

Until 1976, high-type bituminous pavement was designated Class I. Beginning in 1963, the mixture was designated Class I, Type A (13). The mixture was made less dense and, in 1969, became Class I, Type A (Modified) (14). The 1976 edition of the Standard Specifications... (15) designated these two mixtures as bituminous concrete surface, Type A and Type B, respectively. The 1979 edition of the Standard Specifications... (16) specifies only one surface type. More detailed information is provided in APPENDIX A.

Limestone was the predominant coarse aggregate in these surfaces. Unfortunately, most, if not all, limestones are susceptible to polishing. The surfaces also contained natural or conglomerate sand in the proportion of not less than 40 percent of the combined aggregate. Mineral composition, gradation, and particle-shape requirements for sand, however, were not specified.

In-service performance of Class I, Type A and Type A (Modified), bituminous surfaces on interstate and toll roads (1974, 1977, and 1979 test years) and on US and KY routes (1975 test year) are shown in APPENDIX B. Data are tabulated in APPENDIX C. The best-fit lines did not indicate any significant performance differences between test years. However, there was a difference between the different styles of road. Best-fit equations for the two effective AADT groups are plotted in Figure 5 for interstate and toll roads and in Figure 6 for US and KY roads. Also plotted, for pavement sections with higher than 2,500 vehicles per day, is the best-fit line representing a lower limit of minus 2.5 standard deviations.

As mentioned previously, tests on new bituminous surfaces, that had experienced little or no traffic, yielded spurious skid numbers. Valid tests were conducted only after asphalt coating on the surface of the aggregates, and other contaminates, had worn away. In most cases, however, conducting tests at the proper time to determine the initial skid resistance was not possible. Surfaces having low cumulative traffic had initial SN's in the order of 50 for interstate and toll roads and 45 for US and KY routes. Subsequent loss of skid resistance occurred as the sections accumulated more traffic. Both the cumulative traffic and traffic volume (effective AADT) were significant variables.

For interstate and toll roads (Figure 5) with 1,000 to 2,500 vehicles per day, the SN decreased to about 46 after only one million vehicle passes and decreased less rapidly to a SN of 45 at seven million vehicle passes. For those sections, the lower limit indicated that 99.4 percent maintained SN's greater than

TABLE 2. MAXIMUM, YEARLY, SKID NUMBER VARIATION (From Reference 2)

| PAVEMENT | AVERAGE AADT | SKID NUMBER VARIATION | MONTH OF LOWEST SN |
|---|---|---|---|
| Class I, Bituminous | 5,200 | 14 | September |
| | 1,050 | 4 | August |
| Sand-Asphalt | 2,450 | 11 | August |
| Portland Cement Concrete | 5,450 | 5 | August |

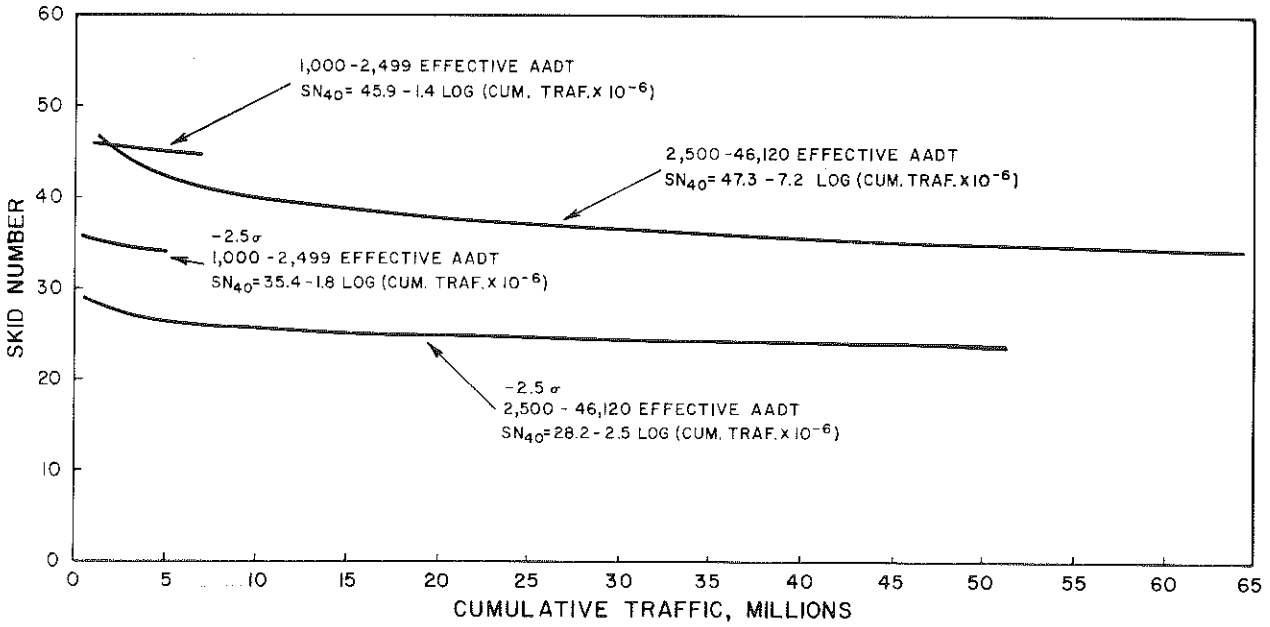



Figure 5. Effect of Traffic on Skid Resistance of Bituminous Concrete Surfaces (Interstate and Toll Roads).

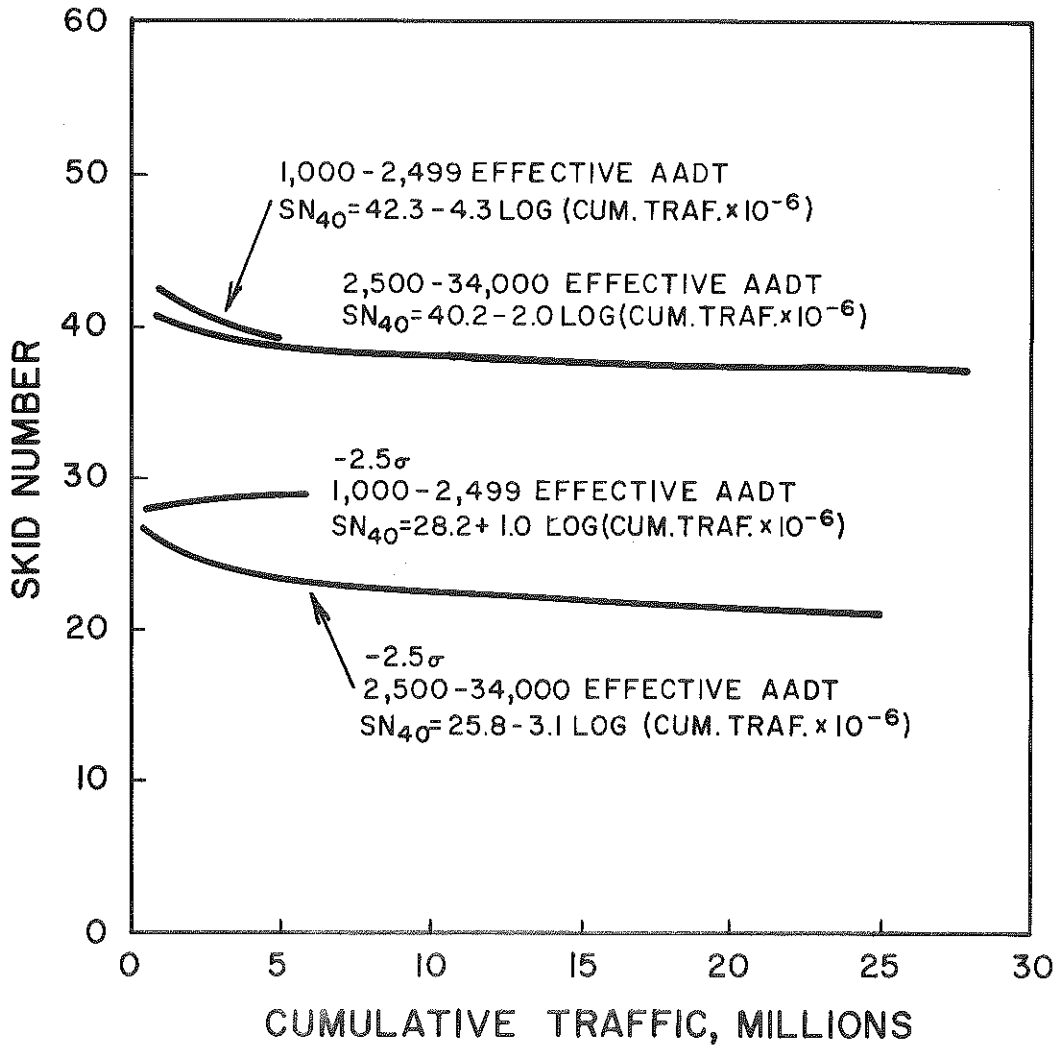



Figure 6. Effect of Traffic on Skid Resistance of Bituminous Concrete Surfaces (US and KY Roads).

34 at five million vehicle passes. For surfaces with more than 2,500 vehicles per day, the SN was 47 at one million vehicle passes, and decreased to 40 at ten million vehicle passes and to 35 after sixty million vehicle passes. For these sections, the lower limit indicated that 99.4 percent maintained SN's greater than 24 at 50 million vehicle passes.

For US and KY routes (Figure 6) with 1,000 to 2,500 vehicles per day, the SN decreased to 42 after one million vehicle passes and continued decreasing to 39 at five million vehicle passes. For those sections, the lower limit indicated that 99.4 percent maintained SN's greater than 28 at five million vehicle passes. For surfaces with more than 2,500 vehicles per day, the SN was 40 at one million vehicle passes and continued decreasing gradually to a SN of 37 at 27 million vehicle passes. For these sections, the lower limit indicated that 99.4 percent maintained SN's greater than 21 at 20 million passes.

CLASS AA, BITUMINOUS

A bituminous concrete surface placed for the first time in 1979, was Class AA (skid-resistant). A description of this mixture is presented in APPENDIX A. Results of skid tests of the two projects are tabulated in APPENDIX C. Initial SN's varied from 41 to 50.

PORTLAND CEMENT CONCRETE

Until the Kentucky Turnpike was built (1955) and the beginning of interstate construction, very few miles of concrete pavement had been built in Kentucky for a long time. Now, most of the interstate and toll roads is PCC. Indication of serious slipperiness of PCC pavements was found in 1970 and 1971. Tests at that time indicated low skid resistance on much of the concrete surfaces on interstates, especially at the higher test speeds (1).

Limestone has been used as coarse aggregate in most PCC pavements. Projects on I 75 in Northern Kentucky (north of Milepoint 166.3) and projects on I 71, however, contained crushed calcareous glacial gravel. Fine aggregates were natural sand, comprising 34 to 40 percent of the combined solid volume of the fine and coarse aggregate. More detailed information is given in APPENDIX A.

In-service performance of PCC surfaces (burlap drag texturing) on interstate and toll roads (1974 test year) and on other roads (1975 test year) are shown in APPENDIX B. Data are tabulated in APPENDIX C. The best-fit lines did not indicate any difference in performance either between test years or between styles of road. Best-fit lines for the two effective AADT groups are shown in Figure 7. Also plotted, for pavements with more than 2,500 vehicles per day, is the best-fit line representing a lower limit of minus 2.5 standard deviations.

As shown in Figures B-8, B-9, and B-10 (APPENDIX B), several sections of road contained crushed calcareous glacial gravel as the coarse aggregate. To determine if these sections exhibited different performance histories than sections with limestone aggregate, the data for those sections using glacial gravel were separated from the combined data and regression analyses of each group was conducted. The analyses indicated the best-fit line for each group was identical to the other and was the same as the best-fit line shown in Figure 7. There was, however, a slight difference in the minus 2.5 standard deviation equations. The lower limit equation for sections of road with glacial gravel aggregate was about one skid number less than that obtained for all sections; the values for sections of road with limestone coarse aggregate was the same as for all sections.

Tests of PCC surfaces with low values of cumulative traffic indicated initial SN's on the order of 55. As shown in Figure 7, subsequent loss of skid resistance occurred as the roadway sections accumulated traffic. SN's, for surfaces with less than 2,500 vehicles per day, dropped to about 49 after only one million vehicle passes and continued decreasing less rapidly to a SN of 48 after seven million vehicle passes. For these sections, the lower limit indicated that 99.4 percent maintained SN's greater

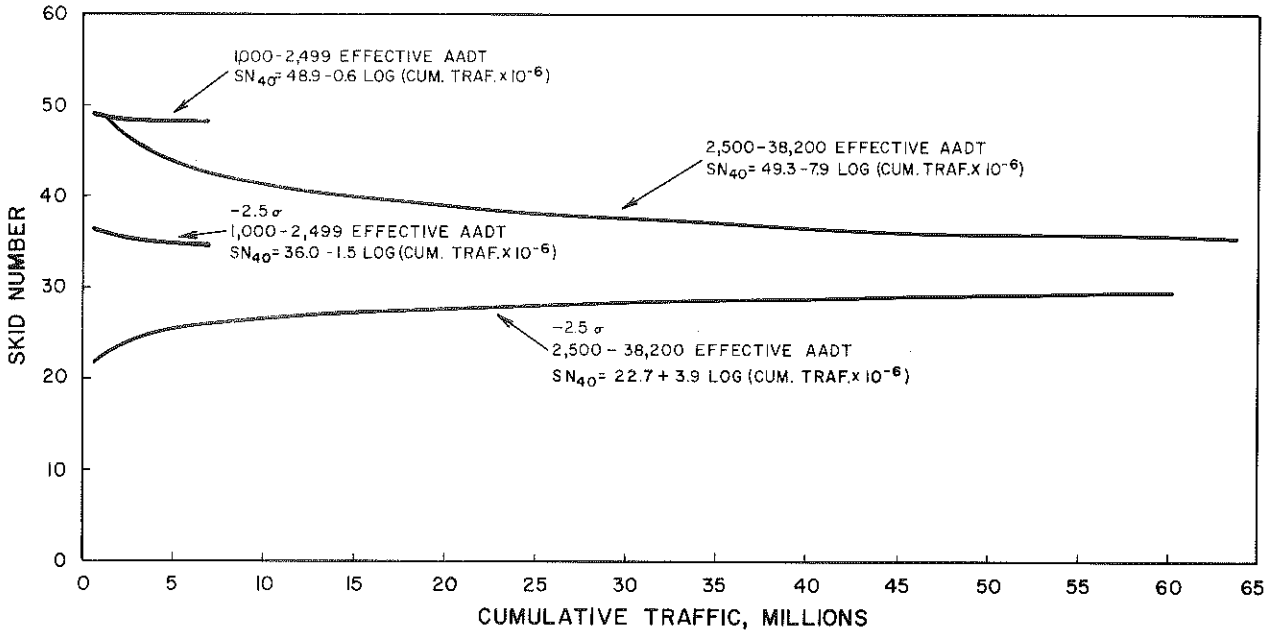



Figure 7. Effect of Traffic on Skid Resistance of Portland Cement Concrete Surfaces.

than 34 at seven million vehicle passes. For surfaces with more than 2,500 vehicles per day, the SN was 49 at one million vehicle passes, dropped to 41 at ten million vehicle passes, and continued decreasing to SN 35 at sixty million vehicle passes. Also, for sections with more than 2,500 vehicles per day, the lower limit indicated that 99.4 percent maintained SN's greater than 29 at 60 million vehicle passes.

## KENTUCKY ROCK ASPHALT

Kentucky rock asphalt was applied as surfacing, under Special Provisions 24 and 24A, during 1966, 1967, and 1968 (17). The last section was constructed, in 1968, under Special Provision 24B (18). More detailed information is given in APPENDIX A. Although this surface is not currently being applied in Kentucky, the skid resistance performance is useful for comparision.

Twenty projects were tested during 1975. Data are tabulated in APPENDIX C and plotted, along with the best-fit line, in Figure 8. Data were insufficient to determine initial skid resistance. Skid numbers decreased to about 56 after one million vehicle passes and continued decreasing to about 49 at ten million vehicles passes. The lower limit indicated that 99.4 percent of Kentucky rock asphalt pavement sections maintained SN's greater than 36 at nine million vehicle passes.

It should be noted that seven of the 20 sections were overlayed during 1977 and 1978. Another section was paralleled by the Audubon Parkway and became a lightly traveled, local road.

## SAND-ASPHALT

Frictional levels of Sand-Asphalt surfaces constructed prior to 1970 were disappointing. Limestone sand obviously reduced the skid resistance (1, 19). Continued study demonstrated that better sands could be selected on the basis of mineral composition, gradation, and partical shape (20). Sand-Asphalt (Skid Resistant), Special Provision 59B, resulted. With continued refinement of mineral composition and gradation, the mixture evolved into Sand-Asphalt Surface, Type I, and Sand-Asphalt Surface (Skid Resistant), Type II. More detailed information is given in APPENDIX A.

Sand-Asphalt, Type I -- Sand-Asphalt, Type I, is intended to provide a thin, fine-textured wearing surface from aggregates generally available from commercial sources. This mixture has been used since 1974 (then Special Provision 22D). Aggregates included natural sand, natural sand with slag sand, natural sand with limestone sand, pit sand with limestone sand, and slag sand with natural sand.

Skid tests were made each year on 17 projects. Data are tabulated in APPENDIX C and are plotted, along with the best-fit line, in Figure 9. Initial SN's were about 42. The skid resistance decreased slightly as the sections accumulated traffic. The best-fit line indicated a decrease in SN to 39 at ten million vehicle passes. Scatter caused the minus 2.5 standard deviations to drop to a SN of 24 at ten million vehicle passes. However much of the scatter resulted from combining data for different aggregate types.

Sand-Asphalt (Skid Resistant), Special Provision 59B -- Three adjacent sections of US 31W in Hardin and Meade Counties were surfaced in 1972 and 1973. The aggregate was crushed quartz gravel. Performance was expected to depend on the degree of crushing and sharpness achieved.

Skid tests were made frequently. Data are tabulated in APPENDIX C and are plotted, along with the best-fit line, in Figure 10. Skid numbers were about 47 after one million vehicle passes and decreased slowly to about 45 at ten million vehicle passes. The lower limit, determined by regression analysis, indicated that 99.4 percent of the SN's were greater than 35 up to ten million vehicle passes.

Sand-Asphalt (Skid-Resistant), Type II -- Sand-Asphalt (Skid Resistant), Type II, is fine-textured and has been used since 1974 (then Special Provision 59D). Aggregates included slag sand, slag sand

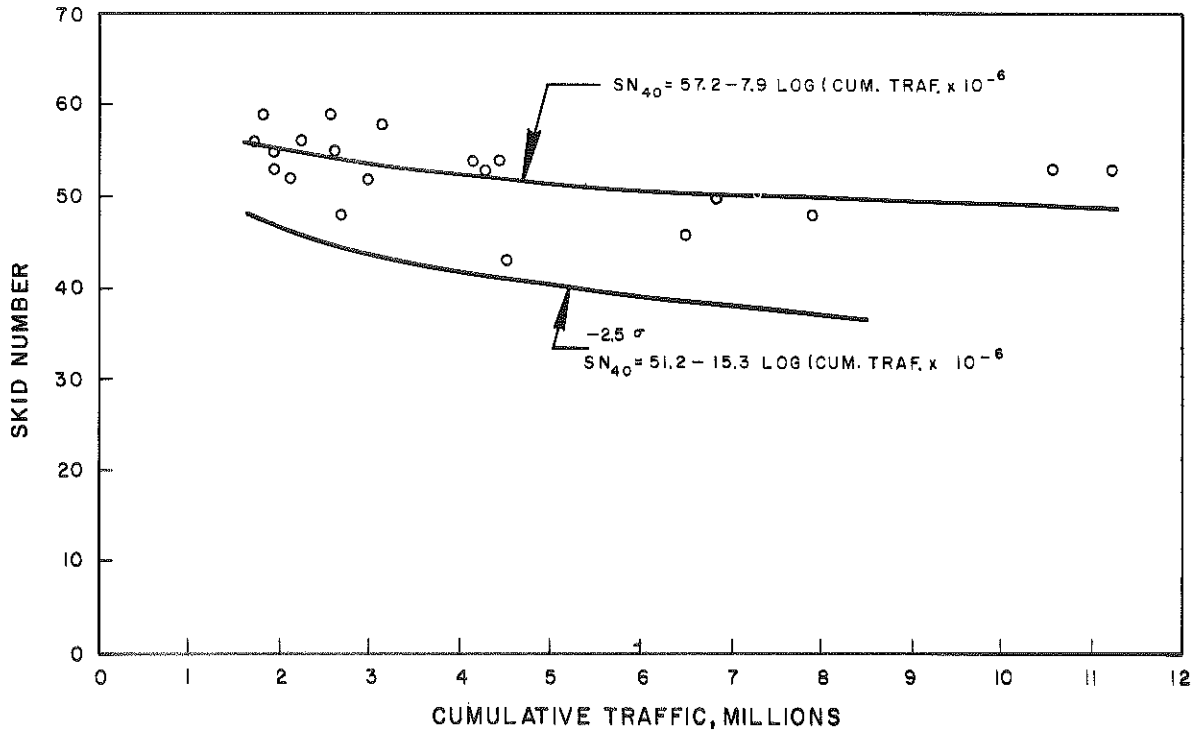



Figure 8. Effect of Traffic on Skid Resistance of Kentucky Rock Asphalt Surfaces.

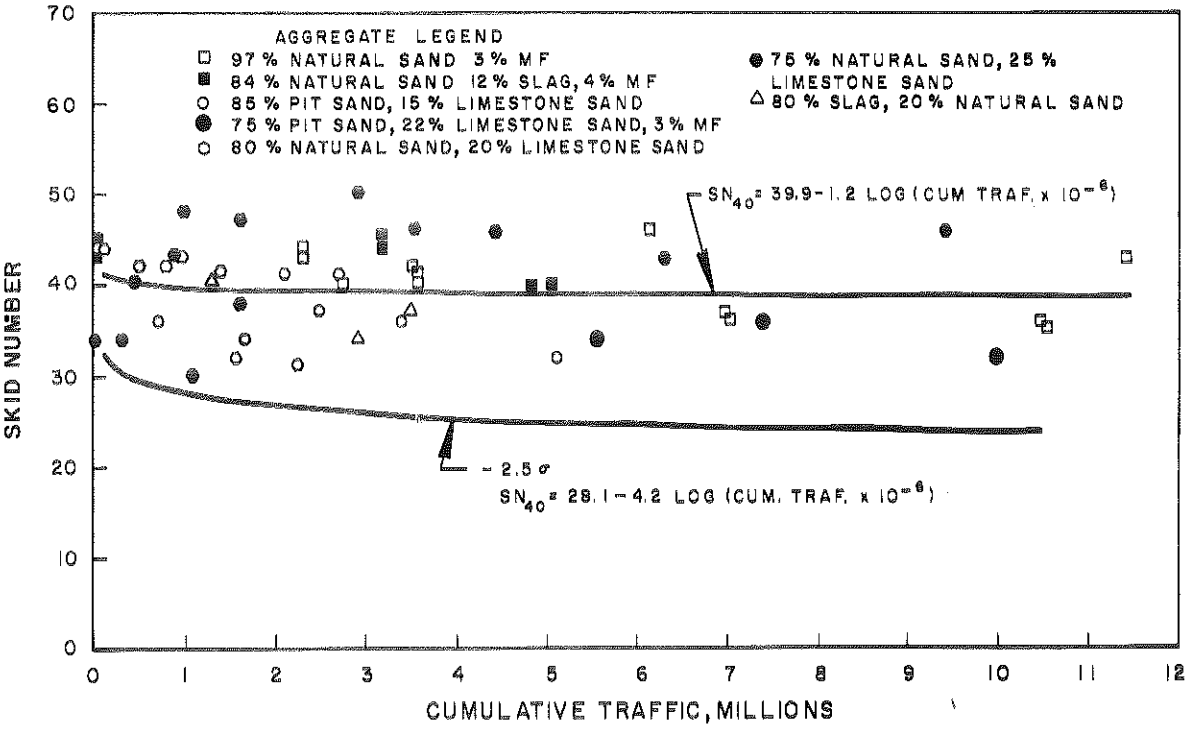



Figure 9. Effect of Traffic on Skid Resistance of Sand-Asphalt, Type I, Surfaces.

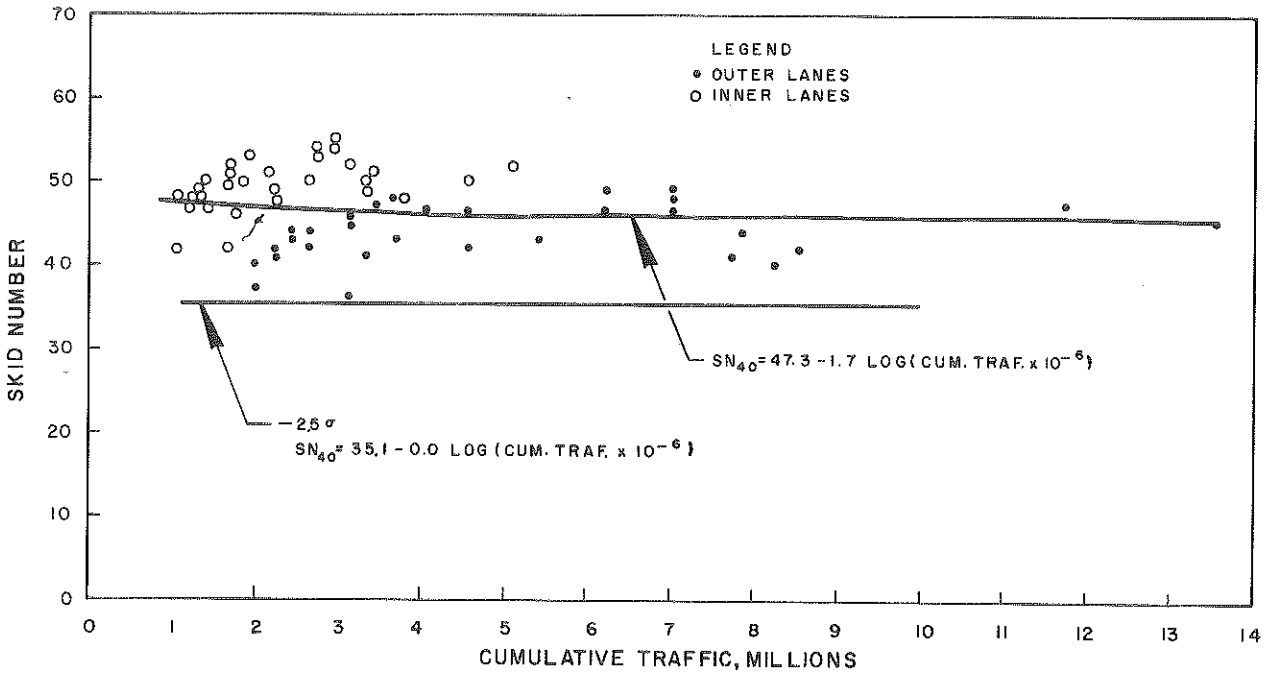



Figure 10. Effect of Traffic on Skid Resistance of Sand-Asphalt (Skid Resistant), Special Provision 59B, Surfaces.

with natural sand, quartz sand, quartz sand with mortar sand, and crushed gravel sand with crushed limestone sand.

Skid tests were made frequently on 26 projects. Data are tabulated in APPENDIX C. Several projects yielded low SN's. The data were then divided into two groups -- urban and rural. The resulting best-fit lines are plotted in Figures 11 and 12, rural and urban sections, respectively. Almost all of the low SN's were in urban areas. The reasons remain a point of conjecture and require further study.

The 16 sections in rural areas had initial SN's near 54 and maintained SN's near 46. The lower limit indicated that 99.4 percent of the sections had SN's greater than 34 at four million vehicle passes. The nine sections in urban areas had initial SN's near 44 and maintained SN's near 30. Of particular significance, however, was the considerable scatter of data. The lower limit for these sections was less than 14 at ten million vehicle passes.

## OPEN-GRADED FRICTION COURSES

Open-graded friction courses (OGFC) were first used in Kentucky in 1973. Since then, over 50 sections have been paved. Most of these sections were Type 1 -- allowing aggregate sizes up to 1/2 inch (13 mm). Six of the sections were Type 2 -- allowing aggregate sizes up to 3/8 inch (10 mm). Aggregate included crushed gravel, crushed gravel with limestone aggregate, crushed slag, crushed granite, crushed conglomerate gravel, crushed conglomerate gravel with limestone aggregate, limestone with crushed gravel, limestone aggregate with crushed granite, lightweight aggregate, and crushed quartz. More detailed information is given in APPENDIX A. Skid-test results and other data are tabulated in APPENDIX C.

Results for Type 1 OGFC, crushed quartz gravel (Green River) aggregate, with and without limestone aggregate are plotted, along with best-fit line, in Figure 13. Initial SN's were less than 43. SN's increased to near 48 at one million vehicle passes and to near 53 at ten million vehicle passes. The lower limit was initially lower but improved to 40 after ten million passes.

Results for crushed slag with and without limestone are plotted along with best-fit line in Figure 14. Initial SN's were about 53. After one million passes, the SN had decreased to 49. Mature values were about 44. There was sufficient scatter of data to result in a lower limit SN of 32 at 15 million passes.

Results for crushed gravel aggregate with and without limestone aggregate are plotted along with best-fit line in Figure 15. Initial SN's varied considerably -- from 37 to 68 -- with an average of about 54. They maintained an average SN near 50. The lower limit was a SN of 29 at five million passes.

Results for crushed granite are plotted along with best-fit line in Figure 16. The data were very limited, but indicated mature SN's greater than 50 and a lower limit of about 40.

Results for Type 2 OGFC for all aggregate types are plotted, along with best-fit line, in Figure 17. Limited data indicated mature SN's near 47. Data were insufficient to determine a lower limit.

At three locations, sections of the Type 1 OGFC were placed without limestone aggregate, and adjacent sections included limestone aggregate. US 62, Hardin County, had 100 percent crushed quartz gravel (Green River) in one section and 30 percent and 60 percent limestone aggregate, respectively, in the two adjacent sections. US 62, Grayson County, had near 100 percent crushed quartz gravel (Green River) in one section and 48 percent limestone aggregate in the two adjacent sections. The limestone aggregate in one of these sections was a high-carbonate type and in the other section was a low-carbonate, high-insoluble type. US 68, Marshall County, had 100 percent crushed bank gravel in one section and 30 percent and 60 percent limestone, respectively, in two adjacent sections. The SN's at two million vehicle passes for each of the nine sections are plotted in Figure 18.

Regression analyses indicated that

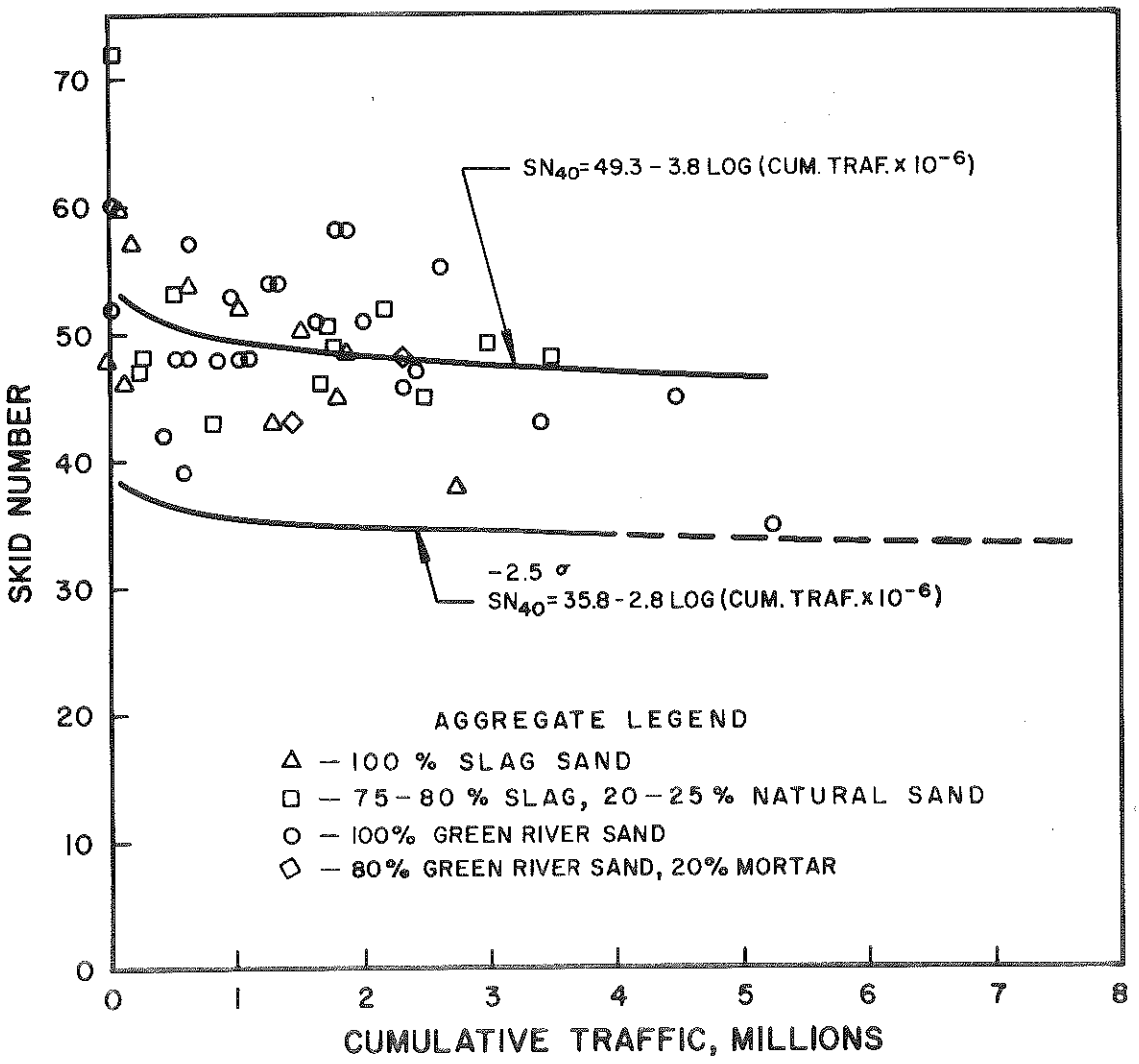



Figure 11. Effect of Traffic on Skid Resistance of Sand-Asphalt (Skid Resistant), Type II, Surfaces (Rural Areas).

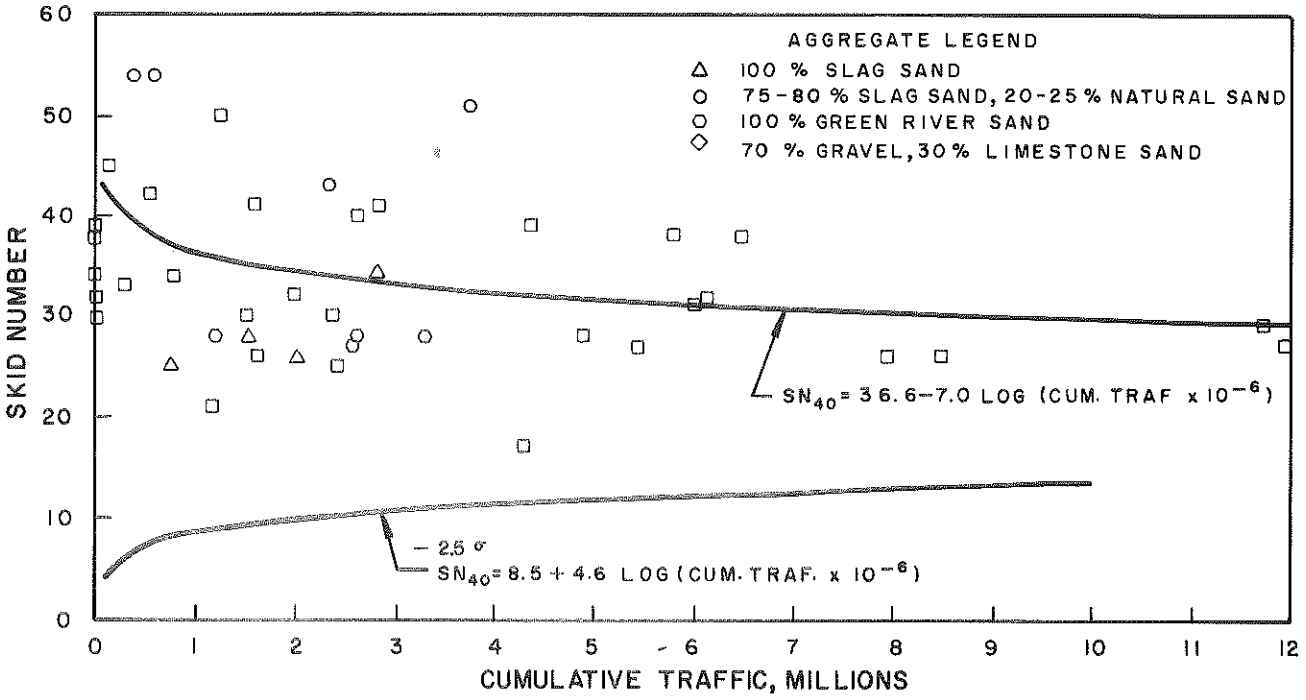



Figure 12. Effect of Traffic on Skid Resistance of Sand-Asphalt (Skid Resistant), Type II, Surfaces (Urban Areas).

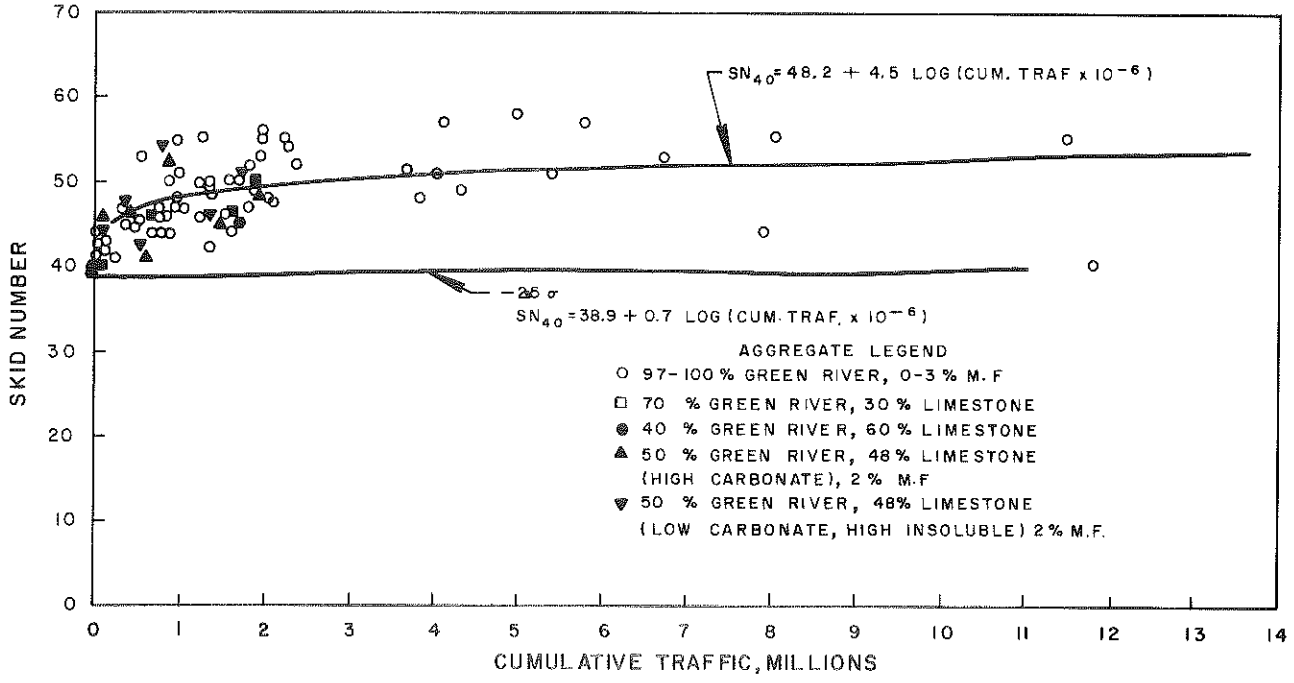



Figure 13. Effect of Traffic on Skid Resistance of Open-Graded Friction Courses, Type 1 -- Crushed Quartz Gravel (Green River).

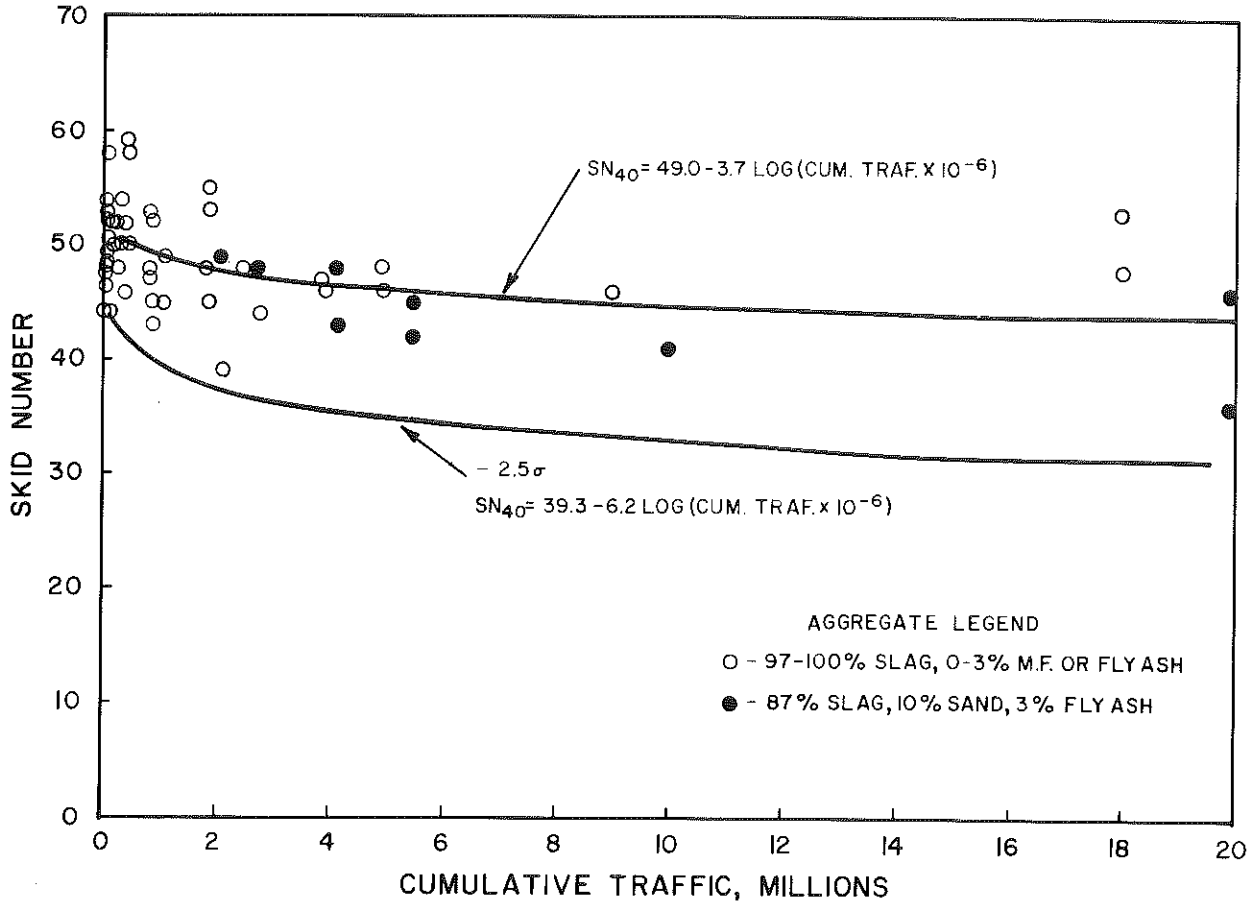



Figure 14. Effect of Traffic on Skid Resistance of Open-Graded Friction Courses, Type 1 -- Crushed Slag.

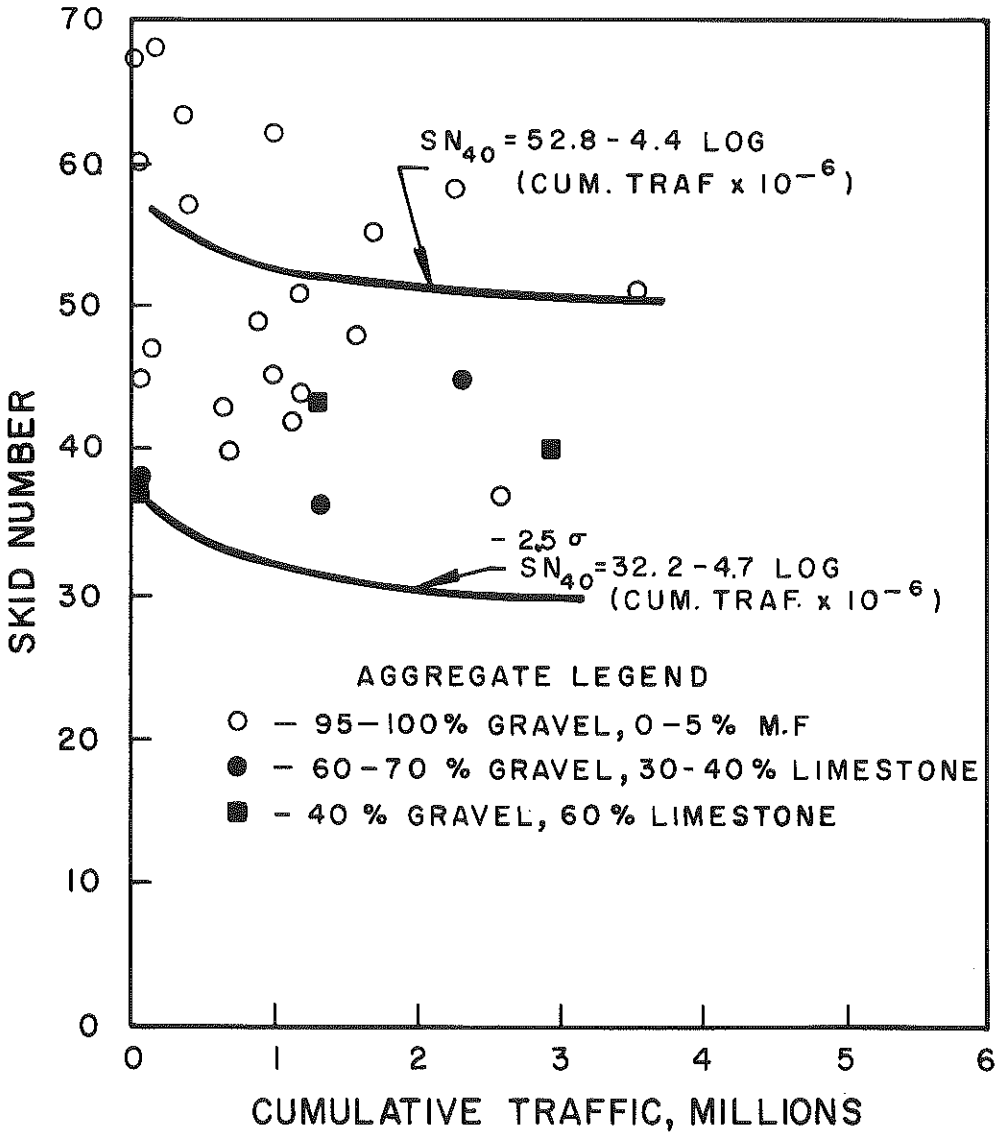
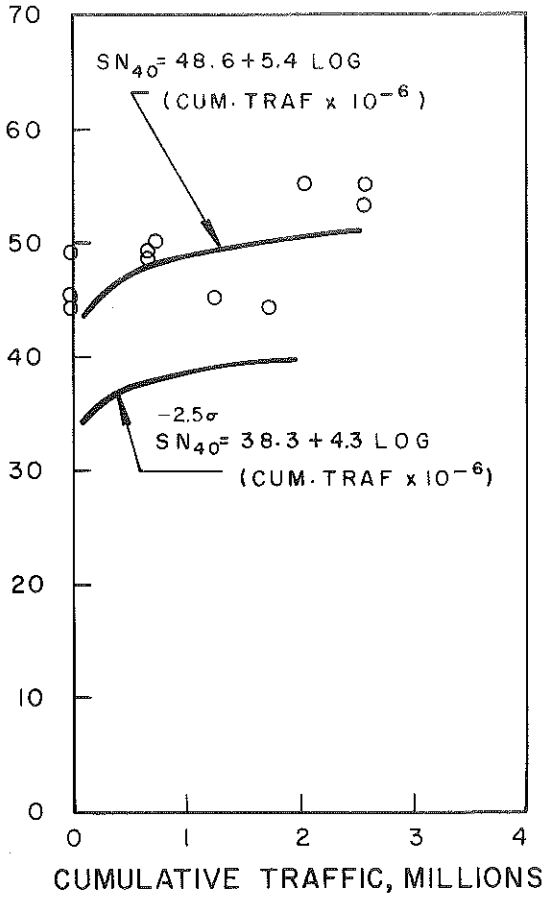



Figure 15. Effect of Traffic on Skid Resistance of Open-Graded Friction Courses, Type 1 -- Crushed Gravel.

Figure 16. Effect of Traffic on Skid Resistance of Open-Graded Friction Courses, Type 1 -- Crushed Granite.



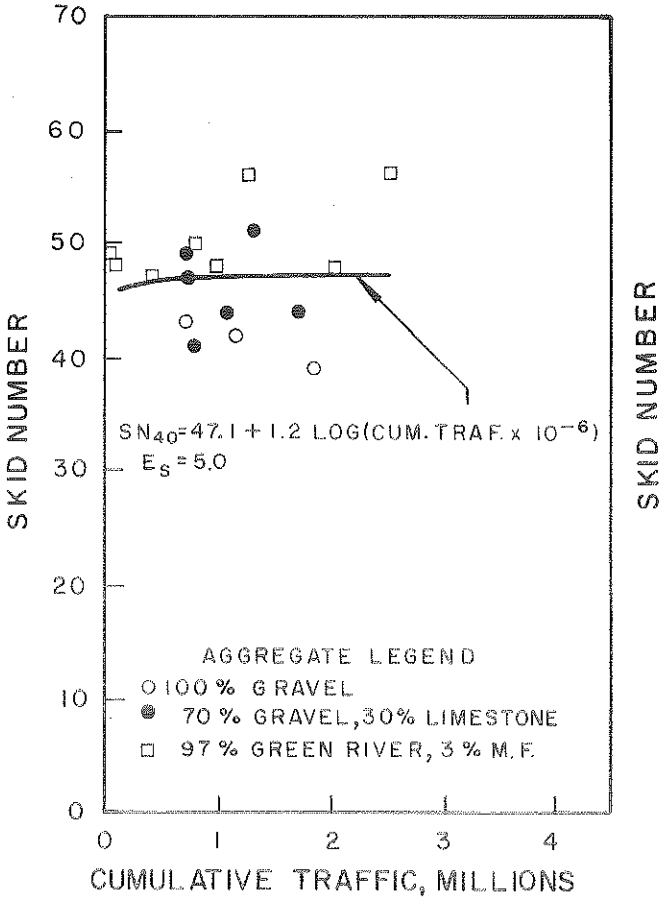




Figure 17. Effect of Traffic on Skid Resistance of Open-Graded Friction Courses, Type 2.

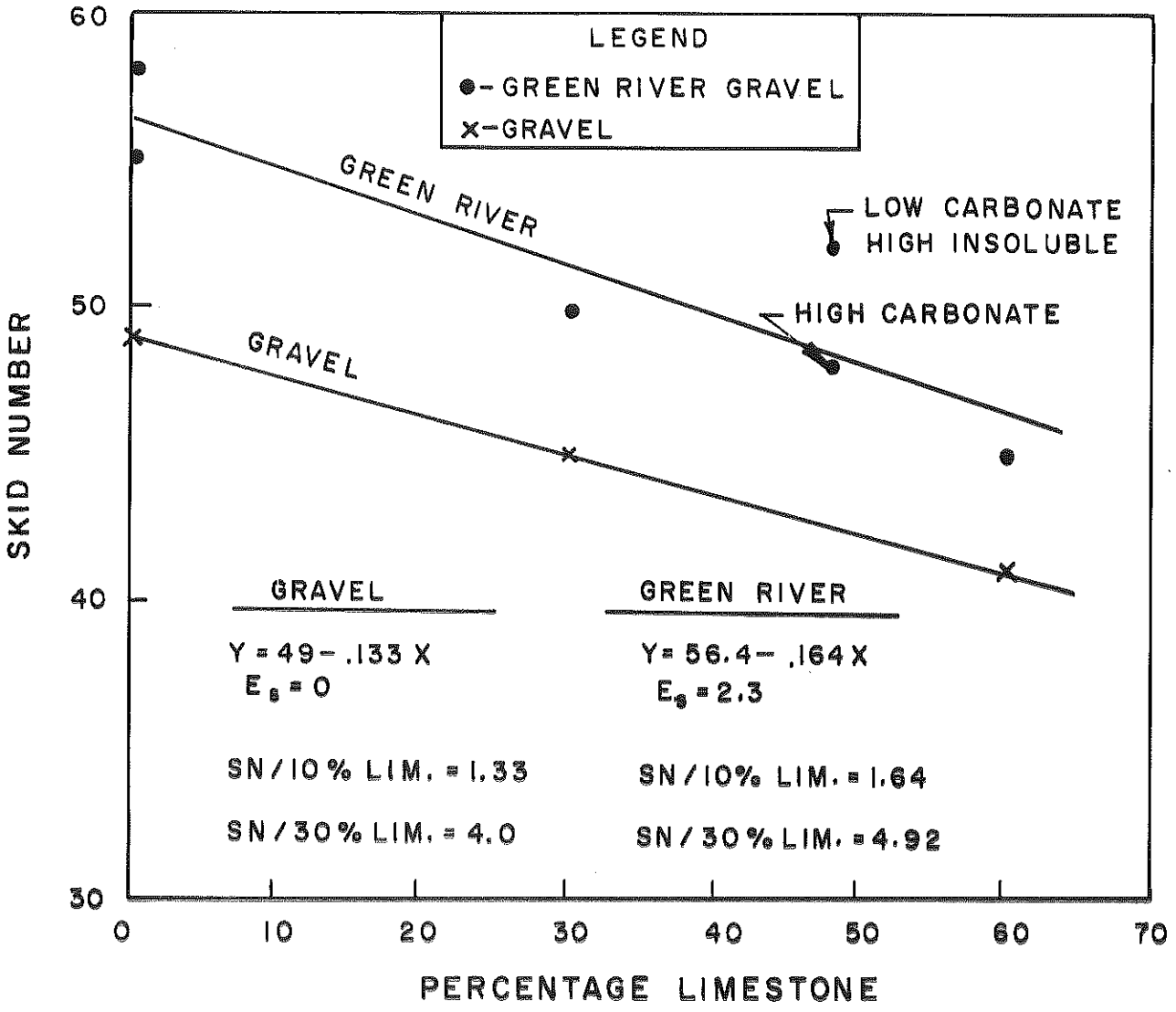



Figure 18. Effect of Limestone Sand on Skid Resistance of Open-Graded Friction Courses, Type 1, at Two Million Vehicle Passes.

limestone aggregate reduced the skid resistance of the Type 1 OGFC using crushed quartz gravel (Green River) by 1.64 SN for each ten percent of limestone aggregate in the mixture. The low-carbonate, high-insoluble limestone performed slightly better than average -- reducing the skid resistance by 1.25 SN for each ten percent of limestone aggregate in the blend. The high-carbonate limestone performed sightly worse than average -- reducing the skid resistance by 2.0 SN for each ten percent of limestone aggregate in the blend.

Limestone aggregate reduced the skid resistance of the Type 1 OGFC using crushed bank gravel by 1.33 SN for each ten percent of limestone used.

SURFACE TREATMENTS

Other surface treatments are being evaluated, but skid data are limited. One treatment was to sprinkle precoated aggregates onto a freshly laid bituminous surface. Hard, angular, polish-resistance aggregates was used. These included quartzite, slag, quartz, and granite. A description of this treatment is in APPENDIX A. Skid tests are tabulated in APPENDIX C. Tests about a month after the sprinkle treatment was applied showed SN's from 46 to 50. Tests one year later indicated the skid resistance of all sections, including the control section (Class I), had increased. Unfortunately, traffic volumes were different for each section (3,800 to 7,700), even though sections adjoin each other. Final performance comparisons, at this time, would be premature.

Another treatment that can be used in altering skid resistance of pavements is milling. This procedure is described in APPENDIX A. Its use in Kentucky has been primarily for eliminating ruts in bituminous pavements prior to overlaying. Milling (here) produces a coarse texture and exposes fresh, unpolished aggregates. Milling of an interstate section improved the skid resistance from SN's in the low 30's to the high 40's. Because the section was overlaid within a year, long-term performance could not be ascertained.

## BENEFITS AND COSTS

BENEFITS

Benefits herein were derived from calculations of the reduction in the number of wet-pavement accidents. The reduction depends on the previous SN of the road, the SN after de-slicking and the traffic volume. To quantify these relationships, wet-pavement accidents per mile (km) during 1979, on roads skid tested in 1977 and 1978, were analyzed. The data were stratified by AADT and each AADT group was subdivided, by equal number of wet-pavement accidents, into six groups. The resulting values and best-fit lines are shown in Figure 19. Here, SN was the independent variable. The three curves were also converted so that traffic volume was the independent variable, and the resulting family of curves is shown in Figure 20. These relationships show, for example, that, if a road with a SN of 20 and AADT of 8,000 were de-slicked and improved to a SN of 40, wet-pavement accidents would be reduced from 4.4 to 1.5 per mile (2.8 to 1.0 per km) per year and result in a benefit of $18,850 per mile ($11,700 per km) per year. The average cost of a wet-pavement accident was calculated based on accidents on rural, two-lane roads in Kentucky and cost of fatal, injury, and property-damage-only accidents cited by the National Safety Council (21).

Performance evaluation of pavements has shown that SN's obtained vary considerably for each type of surface. Thus, to ascertain benefits expected, the deviations of SN's expected must be included. The analysis used the mean SN and three standard deviations for each surface at the cumulative traffic corresponding to the half-life of the pavement (see Table 3) and at the three levels of AADT cited in Figure 19. These distributions were combined with the curves of Figure 19 to yield the number of wet-pavement accidents per mile (km) per year expected after surface renewal. This value was subtracted from the number of wet-pavement accidents before surface renewal, indicated in Figure 19, for

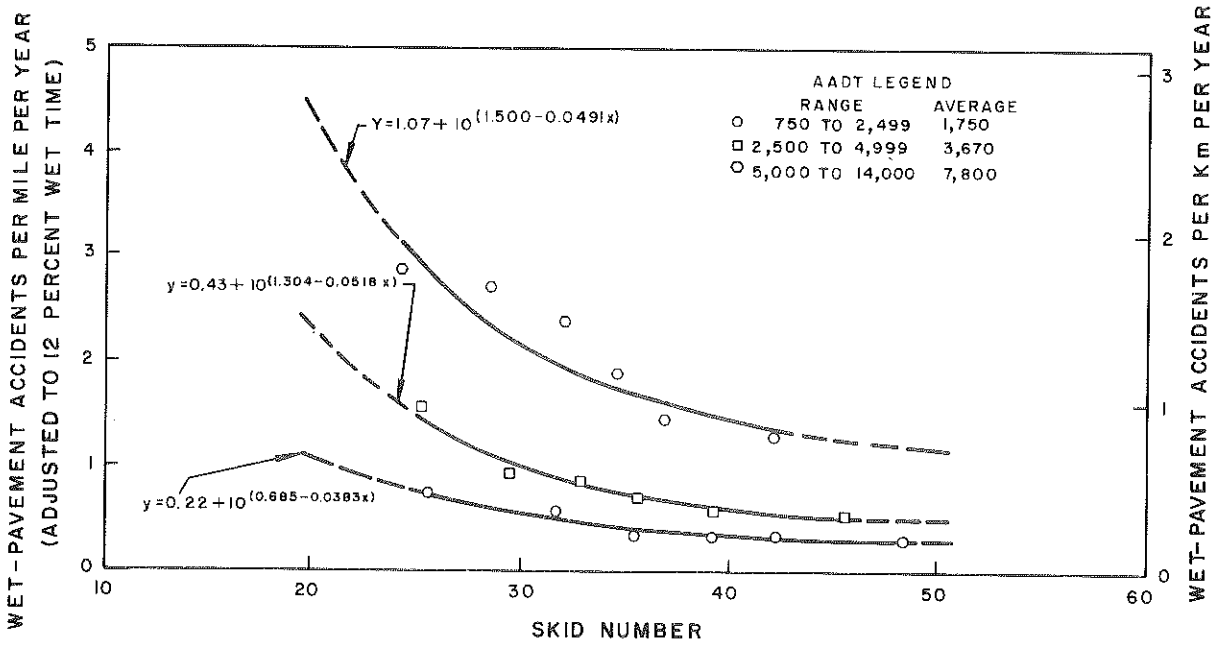



Figure 19. Wet-Pavement Accidents per Mile (Km) per Year (Adjusted to 12 Percent Wet Time) versus Skid Number (1979); 1,132 Sections (about 4,400 miles (7,100 km)) of Rural, Two-Lane Roads; Stratified by AADT; Grouped by Equal Number of Wet-Pavement Accidents.

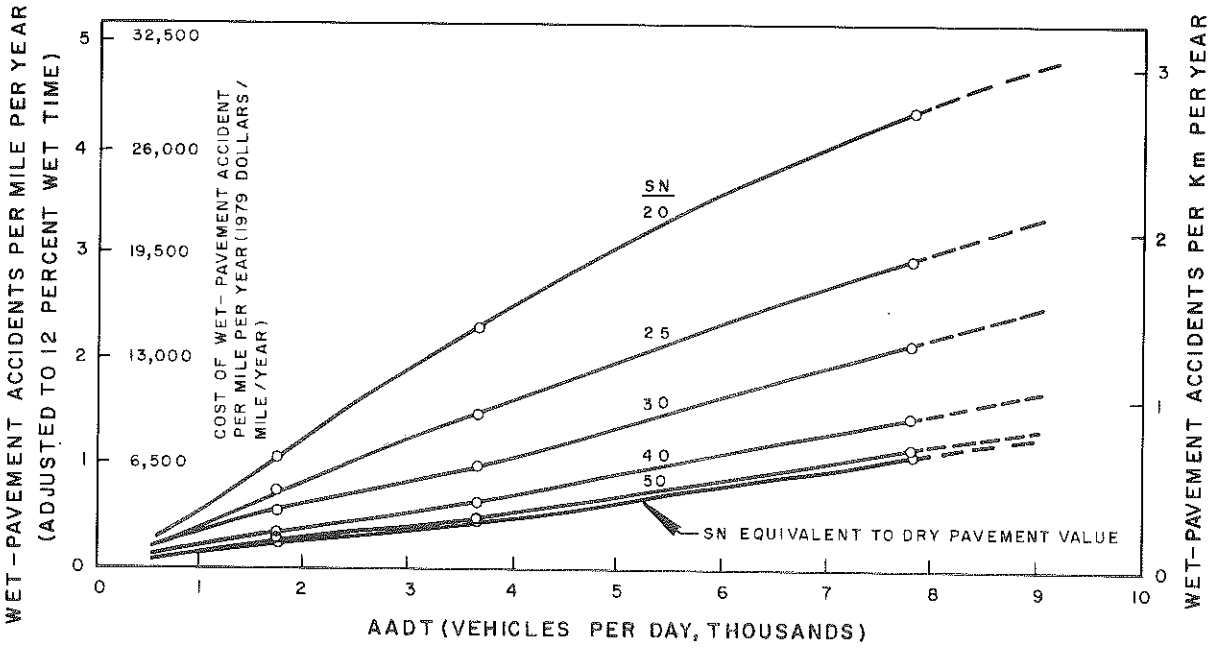



Figure 20. Wet-Pavement Accidents per Mile (Km) per Year (Adjusted to 12 Percent Wet Time) (1979), from Best-Fit Curves of Figure 19, versus Traffic Volume.

TABLE 3. MEAN SKID NUMBER OF PAVEMENTS AND STANDARD DEVIATION AT INDICATED CUMULATIVE TRAFFIC

| AADT RANGE | 750 - 2,499 | | 2,500 - 4,999 | | 5,000 - 14,000 | |
|---|---|---|---|---|---|---|
| AADT AVERAGE | 1,750 | | 3,670 | | 7,800 | |
| HALF-LIFE (YEARS) | 7.1 | | 6.1 | | 4.1 | |
| CUMULATIVE TRAFFIC (MILLIONS) | 2.3 | | 4.1 | | 5.8 | |
| PAVEMENT | MEAN SN | STANDARD DEVIATION | MEAN SN | STANDARD DEVIATION | MEAN SN | STANDARD DEVIATION |
| Class I, Bituminous, Interstate & Toll Roads: | | | | | | |
| AADT 1,000 - 2,499 | 45.4 | 4.3 | --- | --- | --- | --- |
| AADT 2,500 -46,120 | --- | --- | 42.9 | 6.5 | 41.8 | 6.2 |
| Class I, Bituminous, US & KY Roads: | | | | | | |
| AADT 1,000 - 2,499 | 40.7 | 4.9 | --- | --- | --- | --- |
| AADT 2,500 -34,000 | --- | --- | 39.0 | 6.1 | 38.7 | 6.1 |
| Sand-Asphalt, Type I | 39.5 | 5.2 | 39.2 | 5.5 | 39.0 | 5.6 |
| Sand-Asphalt, Type II: | | | | | | |
| (Rural) | 47.9 | 5.2 | 47.0 | 5.2 | 46.4 | 5.1 |
| (Urban) | 34.1 | 9.6 | 32.3 | 8.4 | 31.3 | 7.7 |
| Open-Graded, Friction Course,Type 1: | | | | | | |
| Green River Gravel | 49.8 | 4.2 | 51.0 | 4.6 | 51.6 | 4.8 |
| Slag | 47.7 | 4.3 | 46.7 | 4.5 | 46.2 | 4.7 |
| Gravel | 51.2 | 8.3 | 50.1 | 8.3 | 49.4 | 8.3 |
| Granite | 50.6 | 4.3 | 51.9 | 4.4 | 52.7 | 4.4 |

several SN's. The differences times the average cost of a wet-pavement accident in Kentucky in 1979 ($6,500) yielded the benefits per mile (km) per year.

## COSTS

Initial costs (1979 dollars) of the various surface courses for the minimum thicknesses required for surface renewal are cited in Table 4. Those costs are for a 24-foot (7.3-m) wide two-lane road and do not include leveling or other incidental work.

The other essential input for determining cost is the estimated service life. The service life, for the ranges of AADT cited in Figure 19, were estimated as 14, 12, and 8 years; for low, medium, and high values of AADT, respectively. Dividing the cost by the estimated life and allowing a ten-percent cost per year of money gave the estimated costs per mile (km) per year as cited in Table 4.

## BENEFIT-COST ANALYSIS

The benefit-cost ratios (Table 5) indicated that use of any surface is cost effective for surface renewal if the AADT is greater than 2,500 and the existing SN's are low. In fact, if an existing pavement with an AADT of 5,000 or more has a SN as high as 34, application of an overlay using Open-Graded Friction Course, Type 1, yields a ratio of 1.0. Thus, from a cost-effectiveness perspective, efforts should continue, as in the past, to use available monies to de-slick pavements with the lowest SN's to reduce wet-pavement accidents the most and achieve the greatest benefits.

In most cases, surfaces yielding the highest benefit-cost ratios should be selected for the overlay. The Open-Graded Friction Course provides the best ratio. However, if future costs change or vary for certain locations, another surface may be selected. Additionally, other considerations may warrant selection of other surfaces. Ultimately, benefit and cost information should be an input to priority programming of a pavement management system.

## SUMMARY

Statistical equations were used to relate skid numbers and various surfaces at different levels of cumulative traffic (Table 6). The estimated SN's at 0.1, 1, 5, 10, and 60 million vehicle passes represent median values for each type of pavement -- half of the sections had higher SN's and half lower SN's. The highest median SN's were for open-graded friction course, Type 1, with crushed Green River gravel. The other pavements had SN's of 38 or higher, except for Sand-Asphalt, Type II, constructed in urban areas. The SN's at minus 2.5 standard deviations represent values that are exceeded by 99.4 percent of the paving projects. These values are presented in Figure 21 and provide an indication of worst-case performance.

Present criteria for identifying pavements in need of de-slicking (11) specifies that any highway section with an AADT greater than 1,000 vehicles per day should be de-slicked if the SN is 28 or less. In addition, highway sections with SN's between 29 and 32 would qualify if the accident experience indicated a wet-to dry-pavement accident ratio of at least 0.30. The criterion for new pavements specifies that the mature SN of a surface, at minus 2.5 standard deviations (99.4 percent assurance), must exceed 32. Class I bituminous and portland cement concrete pavements (burlap drag texturing) with AADT's greater than 2,500 and Sand-Asphalt (Type I) pavements did not provide the necessary assurance of SN's greater than 32. Class I bituminous (interstate and toll-road quality) and portland cement concrete, with AADT's less than 2,500 (not shown in Figure 21) provided suitable SN's throughout their lives. Open-graded friction courses with Green River aggregate provided suitable SN's through the number of vehicle passes accumulated to date and, by interpolation, through the life of the pavement. Open-graded friction courses with slag aggregate provided adequate SN's through 12 million vehicle passes. For 8-year service life, this surface is suitable for roads with

TABLE 4. COST OF VARIOUS SURFACE COURSES

| SURFACE MIX | COARSE AGGREGATE | THICKNESS (INCHES)(MM) | TONS PER MILE(KM) | DOLLAR COST (1979) PER TON(TON) | DOLLAR COST (1979) PER MILE(KM)* | COSTS PER MILE(KM) PER YEAR (THOUSANDS) LOW AADT | MED AADT | HIGH AADT |
|---|---|---|---|---|---|---|---|---|
| Class I, Bituminous | Limestone | 1 (25) | 774 (436) | 24.38 (22.12) | 18,866 (11,725) | 5.14 (3.20) | 4.95 (3.08) | 5.02 (3.12) |
| Class I, Bituminous | Crushed Gravel | 1 (25) | 767 (432) | 23.52 (21.34) | 18,043 (11,214) | 4.92 (3.06) | 4.74 (2.94) | 4.80 (2.98) |
| Class I, Bituminous | Slag | 1 (25) | 718 (405) | 22.87 (20.75) | 16,422 (10,206) | 4.48 (2.78) | 4.31 (2.68) | 4.37 (2.71) |
| Class AA, Bituminous | Crushed Gravel | 1 (25) | 774 (436) | 29.40 (26.67) | 22,756 (14,143) | 6.20 (3.85) | 5.98 (3.71) | 6.05 (3.76) |
| Open-Graded, Friction Course | Various | 3/4 (19) | 458 (258) | 29.50 (26.76) | 13,511 (8,397) | 3.68 (2.29) | 3.55 (2.21) | 3.59 (2.23) |
| Sand-Asphalt, Type I | ---- | 5/8 (16) | 458 (258) | 32.19 (29.20) | 14,741 (9,162) | 4.02 (2.50) | 3.87 (2.41) | 3.92 (2.44) |
| Sand-Asphalt, Type II | ---- | 5/8 (16) | 458 (258) | 29.85 (27.08) | 13,671 (8,497) | 3.73 (2.32) | 3.59 (2.23) | 3.63 (2.26) |

* Cost for a 24-foot (7.3 m) wide, two-lane road; does not include leveling or other incidental work.

TABLE 5. BENEFIT-COST RATIOS FROM OVERLAYING

| PAVEMENT | AADT* | WET/MILE (KM) EXPECTED** | SKID NUMBER BEFORE OVERLAYING | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 |
| Class I, Bituminous, Interstate & Toll Roads: | LOW | 0.32 (0.20) | 0.9 | 0.8 | 0.6 | 0.5 | 0.4 | 0.3 | 0.3 | 0.2 | 0.1 | 0.1 | 0.1 |
| | MED | 0.64 (0.40) | 2.2 | 1.7 | 1.3 | 1.0 | 0.7 | 0.5 | 0.4 | 0.3 | 0.2 | 0.1 | 0.0 |
| | HIGH | 1.48 (0.92) | 3.8 | 3.0 | 2.3 | 1.7 | 1.3 | 0.9 | 0.6 | 0.4 | 0.2 | 0.1 | 0.0 |
| Class I, Bituminous, US & KY Roads: | LOW | 0.40 (0.25) | 0.9 | 0.7 | 0.6 | 0.4 | 0.3 | 0.3 | 0.2 | 0.1 | 0.1 | 0.0 | --- |
| | MED | 0.70 (0.44) | 2.1 | 1.6 | 1.2 | 0.9 | 0.6 | 0.4 | 0.3 | 0.1 | 0.0 | 0.0 | --- |
| | HIGH | 1.60 (1.00) | 3.6 | 2.8 | 2.1 | 1.5 | 1.1 | 0.7 | 0.4 | 0.2 | 0.0 | --- | --- |
| Sand-Asphalt, Type I | LOW | 0.40 (0.25) | 1.1 | 0.9 | 0.7 | 0.5 | 0.4 | 0.3 | 0.2 | 0.1 | 0.1 | 0.0 | 0.0 |
| | MED | 0.68 (0.42) | 2.7 | 2.1 | 1.6 | 1.1 | 0.8 | 0.6 | 0.4 | 0.2 | 0.1 | 0.0 | --- |
| | HIGH | 1.56 (0.98) | 4.0 | 3.6 | 2.7 | 2.0 | 1.4 | 1.0 | 0.6 | 0.4 | 0.1 | 0.0 | --- |
| Sand-Asphalt, Type II (Rural) | LOW | 0.32 (0.20) | 1.3 | 1.1 | 0.9 | 0.7 | 0.6 | 0.5 | 0.4 | 0.3 | 0.2 | 0.2 | 0.1 |
| | MED | 0.53 (0.33) | 3.2 | 2.5 | 1.9 | 1.5 | 1.1 | 0.9 | 0.6 | 0.5 | 0.3 | 0.2 | 0.1 |
| | HIGH | 1.28 (0.80) | 5.6 | 4.4 | 3.4 | 2.6 | 2.0 | 1.6 | 1.2 | 0.9 | 0.6 | 0.4 | 0.3 |
| (Urban) | LOW | 0.63 (0.39) | 0.9 | 0.6 | 0.4 | 0.3 | 0.1 | 0.0 | --- | --- | --- | --- | --- |
| | MED | 1.21 (0.77) | 2.1 | 1.4 | 0.8 | 0.4 | 0.0 | --- | --- | --- | --- | --- | --- |
| | HIGH | 2.50 (1.56) | 3.5 | 2.3 | 1.4 | 0.6 | 0.0 | --- | --- | --- | --- | --- | --- |
| Open-Graded, Friction Course, Type 1: | | | | | | | | | | | | | |
| Green River Gravel | LOW | 0.27 (0.17) | 1.4 | 1.1 | 0.9 | 0.8 | 0.6 | 0.5 | 0.4 | 0.3 | 0.3 | 0.2 | 0.1 |
| | MED | 0.48 (0.30) | 3.3 | 2.6 | 2.0 | 1.6 | 1.2 | 0.9 | 0.7 | 0.5 | 0.4 | 0.3 | 0.2 |
| | HIGH | 1.17 (0.73) | 5.8 | 4.6 | 3.6 | 2.8 | 2.2 | 1.7 | 1.4 | 1.0 | 0.8 | 0.6 | 0.4 |
| Slag | LOW | 0.32 (0.20) | 1.3 | 1.1 | 0.9 | 0.7 | 0.6 | 0.5 | 0.4 | 0.3 | 0.2 | 0.2 | 0.1 |
| | MED | 0.54 (0.34) | 3.2 | 2.5 | 2.0 | 1.5 | 1.2 | 0.9 | 0.6 | 0.5 | 0.3 | 0.2 | 0.1 |
| | HIGH | 1.29 (0.81) | 5.6 | 4.4 | 3.4 | 2.7 | 2.1 | 1.6 | 1.2 | 0.9 | 0.6 | 0.4 | 0.3 |
| Gravel | LOW | 0.29 (0.18) | 1.4 | 1.1 | 0.9 | 0.7 | 0.6 | 0.5 | 0.4 | 0.3 | 0.2 | 0.2 | 0.1 |
| | MED | 0.51 (0.32) | 3.3 | 2.5 | 2.0 | 1.5 | 1.2 | 0.9 | 0.7 | 0.5 | 0.4 | 0.3 | 0.2 |
| | HIGH | 1.25 (0.78) | 5.6 | 4.4 | 3.5 | 2.7 | 2.1 | 1.6 | 1.2 | 0.9 | 0.7 | 0.5 | 0.3 |
| Granite | LOW | 0.27 (0.17) | 1.4 | 1.1 | 0.9 | 0.7 | 0.6 | 0.5 | 0.4 | 0.3 | 0.3 | 0.2 | 0.2 |
| | MED | 0.47 (0.29) | 3.3 | 2.6 | 2.0 | 1.6 | 1.2 | 0.9 | 0.7 | 0.6 | 0.4 | 0.3 | 0.2 |
| | HIGH | 1.15 (0.72) | 5.8 | 4.6 | 3.6 | 2.9 | 2.2 | 1.8 | 1.4 | 1.1 | 0.8 | 0.6 | 0.4 |

* Refer to legend of Figure 19.
** Wet-pavement accidents per mile(KM) per year after overlaying.
NOTE: Benefits from reduction of wet-pavement accidents only.

TABLE 6. SKID NUMBER AT SEVERAL VALUES OF CUMULATIVE TRAFFIC FOR VARIOUS TYPES OF PAVEMENTS

| PAVEMENT | EFFECTIVE AADT RANGE | EFFECTIVE AADT AVERAGE | NO. OF SECTIONS | NO. OF DATA POINTS | SKID NUMBER CUMULATIVE TRAFFIC-MILLIONS 0.1 | 1 | 5 | 10 | 60 | MINUS 2.5 @ ** |
|---|---|---|---|---|---|---|---|---|---|---|
| Class I, Bituminous: | | | | | | | | | | |
| Interstate & Toll Roads | 1,000- 2,499 | 1,560 | 43 | 83 | 50 | 46 | 45 | 44* | -- | 34* |
| | 2,499-46,120 | 8,380 | 41 | 95 | 50 | 47 | 42 | 40 | 35 | 26 |
| US & KY Roads | 1,000- 2,499 | 1,770 | 100 | 99 | 45 | 42 | 39 | 38* | -- | 29* |
| | 2,499-34,000 | 5,080 | 130 | 132 | 45 | 40 | 39 | 38 | 37* | 23 |
| Portland Cement Concrete | 1,000- 2,499 | 2,070 | 46 | 68 | 55 | 49 | 48 | 48* | -- | 34* |
| | 2,499-38,200 | 9,490 | 167 | 499 | 55 | 49 | 44 | 41 | 35 | 26 |
| Kentucky Rock Asphalt | 1,180- 7,590 | 2,950 | 20 | 20 | -- | 57 | 52 | 49 | -- | 36 |
| Sand-Asphalt, Type I | 690-20,130 | 8,680 | 17 | 58 | 42 | 40 | 39 | 39 | -- | 24 |
| Sand-Asphalt, S.P. 59B | 4,000-14,550 | 8,900 | 3 | 58 | -- | 47 | 46 | 46 | -- | 35 |
| Sand-Asphalt, Type II: | | | | | | | | | | |
| (Rural) | 300-10,560 | 4,070 | 16 | 49 | 54 | 49 | 47 | 45* | -- | 33* |
| (Urban) | 1,040-18,650 | 8,040 | 9 | 39 | 44 | 37 | 32 | 30 | -- | 13 |
| Open-Graded, Friction Course, Type 1: | | | | | | | | | | |
| Green River Gravel | 2,220-19,400 | 6,610 | 10 | 63 | 42 | 48 | 51 | 53 | -- | 40 |
| Slag | 400-43,610 | 12,030 | 12 | 48 | 53 | 49 | 46 | 45 | -- | 33 |
| Gravel | 1,100-10,400 | 6,680 | 6 | 21 | 57 | 53 | 50* | 48* | -- | 28* |
| Granite | 5,300-11,500 | 6,520 | 7 | 6 | 45 | 49 | 52* | -- | -- | 43* |
| Type 2: All Aggregate | 2,400- 6,900 | 3,360 | 6 | 16 | 45 | 47 | 48* | -- | -- | -- |

* Extropolated using best-fit equation.
** At 10 million vehicle passes.

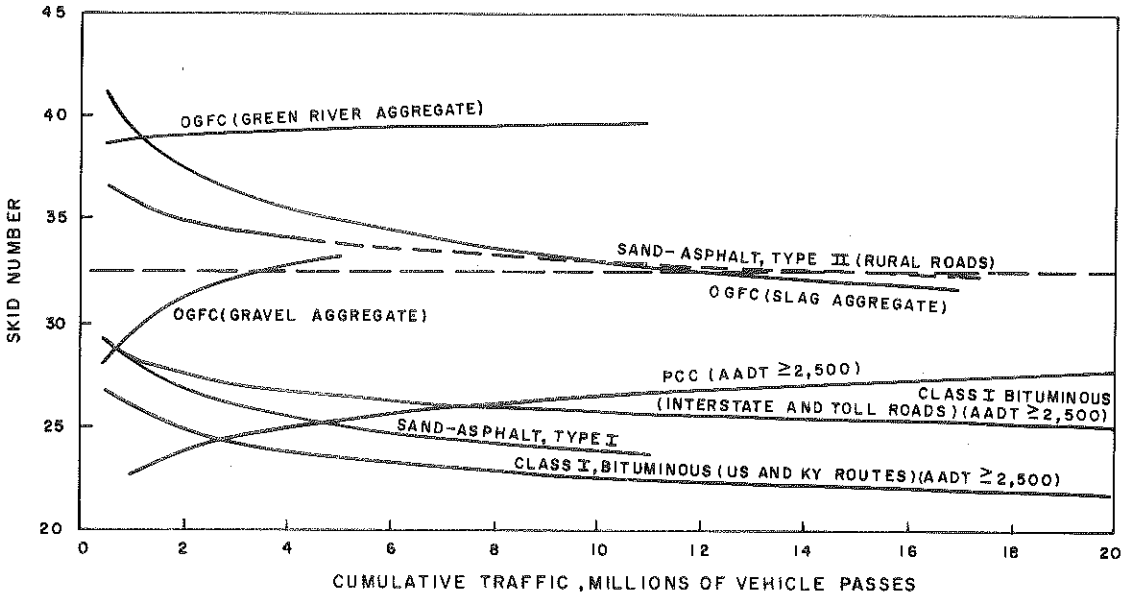



Figure 21. Minus 2.5 Standard Deviations (99.4-Percent Assurance) for Several Pavement Types.

AADT less than 8,200 (see Figure 3). Conversely, if applied to a road with AADT of 11,000 vehicles per day, the surface may exhibit SN's of 32 or less after only 6 years and may require surface renewal at that time. Open-graded friction course, with other gravel aggregate, provided necessary assurance against low SN's to one million vehicle passes; however, data were too limited to allow final assessment. Sand-Asphalt, Type II, on rural roads, provided adequate SN's through 15 million vehicle passes. For 8-year service life, this corresponds to an AADT of 10,300.

Service life has been estimated based on AADT (see Table 3). Using current costs of overlay (see Table 4), benefit-cost analyses indicated that overlaying an existing pavement having an SN less than 35 and AADT greater than 5,000 yields benefits from reduction of wet-pavement accidents to equal or exceed the cost of the overlay. Benefits also exceeded costs for roads with SN's less than 30 and AADT greater than 2,500 and for roads with SN's less than 24 and AADT greater than 750. Additional benefits (12), which may be included in an expanded analysis, include increased comfort, time savings, fuel savings, maintenance savings, and reduction of other types of accidents.

A minimum SN of 28, for roads with more than 1,000 vehicles per day, has been recommended to safeguard the public from undue hazards associated with slippery pavements regardless of the accident history of the road. Also, as indicated from the relationship between skid resistance and cumulative traffic, the best surface does not assure mature SN's above 45. Thus, criteria for the design of surface courses concern primarily the range of SN's between 28 and 45. The percentages of pavement sections estimated to equal or exceed, at 10 million vehicle passes, these values were determined (see Table 7). At least 95 percent of all pavement sections -- except Sand-Asphalt, Type II (urban) -- provided SN's greater than or equal to a SN of 28. However, if the level of skid resistance required is SN of 32 and the desired percentage level is again 95 percent, then Class I bituminous (high AADT roads) and Sand-Asphalt, Type I -- in addition to Sand-Asphalt, Type II (urban) -- are not suitable. The percentages are useful for selecting pavement types to meet different requirements and to assure due margin of safety. Other criteria for selecting surface courses include speed gradients (see Figure 4) and seasonal variations in skid resistance (see Table 2).

TABLE 7. PERCENT OF PAVEMENT SECTIONS WITH SKID NUMBER EQUAL TO OR EXCEEDING SELECTED MINIMUM VALUE AT 10 MILLION VEHICLE PASSES

| PAVEMENT | MINIMUM SKID NUMBER AT 10 MILLION VEHICLE PASSES | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 |
| Class I, Bituminous, Interstate & Toll Roads: | | | | | | | | | | | | | | | | | | |
| AADT 1,000- 2,499 | 100 | 100 | 100 | 100 | 100 | 99 | 99 | 98 | 97 | 96 | 93 | 90 | 85 | 79 | 72 | 64 | 55 | <50 |
| AADT 2,500-46,120 | 98 | 98 | 96 | 95 | 93 | 90 | 86 | 82 | 77 | 71 | 65 | 58 | 50 | <50 | -- | -- | -- | -- |
| Class I, Bituminous, US & KY Roads: | | | | | | | | | | | | | | | | | | |
| AADT 1,000- 2,499 | 99 | 99 | 98 | 97 | 95 | 92 | 87 | 80 | 72 | 62 | 52 | <50 | -- | -- | -- | -- | -- | -- |
| AADT 2,500-34,000 | 95 | 93 | 90 | 87 | 84 | 80 | 75 | 70 | 64 | 58 | 51 | <50 | -- | -- | -- | -- | -- | -- |
| Portland Cement Concrete: | | | | | | | | | | | | | | | | | | |
| AADT 1,000- 2,499 | 100 | 100 | 100 | 100 | 100 | 99 | 99 | 98 | 98 | 97 | 95 | 93 | 91 | 88 | 85 | 81 | 76 | 70 |
| AADT 2,500-38,200 | 99 | 98 | 97 | 96 | 95 | 93 | 90 | 86 | 83 | 78 | 72 | 66 | 60 | 53 | <50 | -- | -- | -- |
| Kentucky Rock Asphalt | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 99 | 99 | 98 | 97 | 96 | 94 | 91 | 88 | 84 | 79 |
| Sand-Asphalt, Type I | 97 | 95 | 93 | 90 | 87 | 85 | 79 | 75 | 68 | 61 | 54 | <50 | -- | -- | -- | -- | -- | -- |
| Sand-Asphalt, SP 59B | 100 | 100 | 100 | 100 | 100 | 100 | 99 | 99 | 99 | 98 | 96 | 94 | 91 | 86 | 80 | 73 | 65 | 56 |
| Sand-Asphalt, Type II: | | | | | | | | | | | | | | | | | | |
| (Rural) | 100 | 100 | 100 | 100 | 100 | 99 | 99 | 98 | 97 | 95 | 93 | 90 | 86 | 82 | 76 | 69 | 62 | 54 |
| (Urban) | 61 | 54 | <50 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Open-Graded, Friction Course, Type 1: | | | | | | | | | | | | | | | | | | |
| Green River Gravel | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 99 | 99 | 99 | 98 | 97 | 95 | 93 |
| Slag | 100 | 100 | 100 | 100 | 100 | 100 | 99 | 98 | 97 | 95 | 93 | 90 | 86 | 81 | 75 | 68 | 61 | 52 |
| Gravel | 99 | 99 | 98 | 98 | 97 | 97 | 96 | 95 | 93 | 91 | 89 | 87 | 84 | 81 | 78 | 74 | 70 | 66 |
| Granite | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 99 | 99 | 99 | 98 | 97 |

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# APPENDIX A

## HISTORY AND DESCRIPTION OF PAVEMENT TYPES

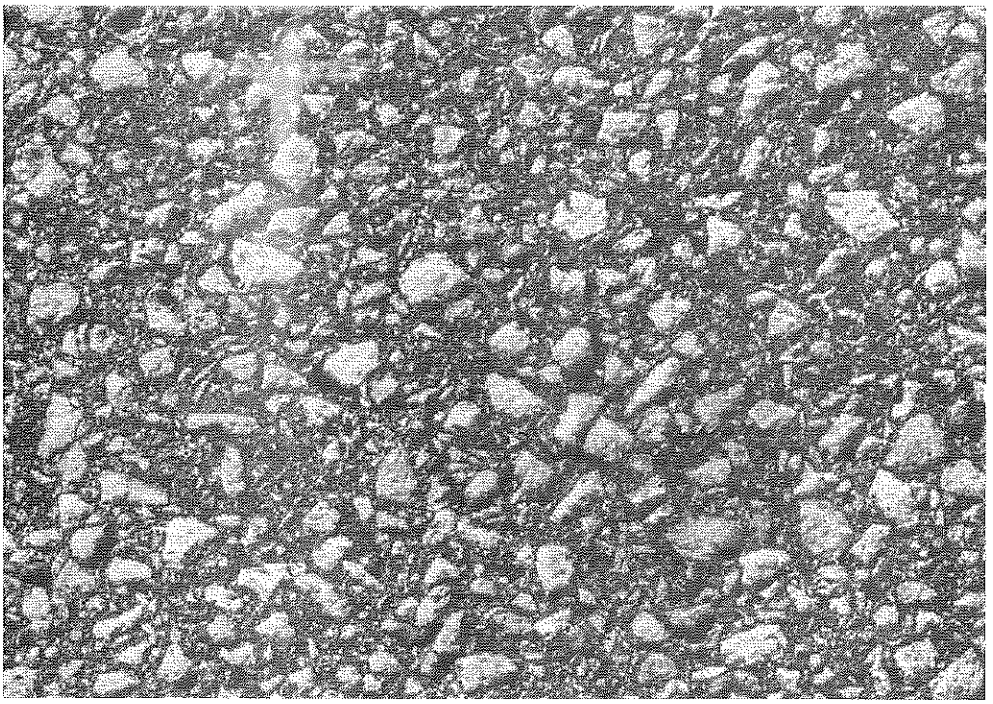


Figure A-1. Worn Class I, Type A, Bituminous Surface.

Figure A-2. New Class I, Type A (Modified), Bituminous Surface.

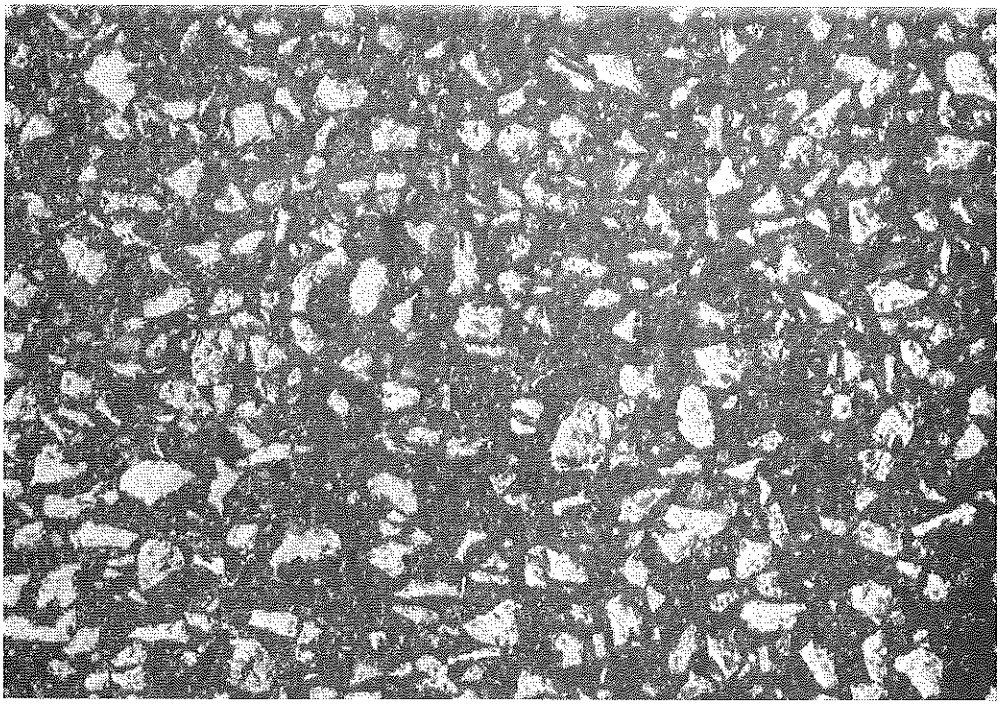


Figure A-3. Worn Class I, Type A (Modified), Bituminous Surface.

Figure A-4. New Class AA Bituminous Surface on KY 55 in Spencer County.

KENTUCKY DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
SPECIAL PROVISION NO. 33 (79)

BITUMINOUS CONCRETE SURFACE, CLASS AA
(SKID-RESISTANT)

This Special Provision shall apply when indicated on the plans or in the proposal. Section references herein are to the Bureau's 1979 Standard Specifications for Road and Bridge Construction.

I. DESCRIPTION

This work shall consist of the construction of one course of hot-mixed, hot-laid, Bituminous Concrete Surface, Class AA mixture upon a satisfactory foundation of either new or existing pavement. The thickness of the course shall be approximately 3/4 inch and the mixture shall be placed at the approximate rate of 80 pounds per square yard. All leveling, wedging and patching deemed necessary by the Engineer to repair an existing pavement so it will provide a smooth, uniform and satisfactory foundation shall be performed before construction of this surface course is started.

This paving mixture is intended to provide textured, skid-resistant, wearing surfaces for vehicular traffic. Special attention shall be given to all aspects of the work to ensure that only high quality materials, equipment, and workmanship are utilized at all times and that the finished surface is in conformity with the lines, grades, and sections indicated on the plans or in the proposal.

II. MATERIALS

All materials for use in this work shall be sampled, tested, and approved prior to starting the production of the mixture.

The bituminous material for the tack coat shall conform to the requirements in the contract.

The asphalt cement for the mixture shall conform to the requirements in the contract.

The parent materials for the aggregate may consist of natural quartz, pebbles, siliceous gravels, granite, and/or processed slags, or combinations thereof. In addition to the requirements herein, the aggregate shall meet the applicable requirements of Sections 804.04.02 and 805.03, except slag or sandstone shall show a maximum wear of 50 percent. Unless otherwise provided, crushed limestone will not be permitted as any part of the aggregate except mineral filler.

The aggregate shall be a 100 percent crushed product with at least 95 percent having one or more crushed faces and at least 75 percent having two or more crushed faces when tested by KM 64-603.

The aggregate, excepting slags, shall have a minimum insoluble content of 75 percent as determined by KM 64-223 or 64-224, as applicable.

The maximum quantity of mineral filler which may be incorporated into the mixture in order for the aggregate to conform to gradation is 5 percent.

When tested by KM 64-619, the blend, including mineral filler, shall have a Sand Equivalent value of no less than 45.

The angularity of the aggregate particles shall be such that the sand (portion passing the No. 4 sieve) will have 53 percent or more voids when subjected to the Dry-Bulking Test in accordance with KM 64-609.

Mineral filler, if used, shall conform to the requirements of subsection 804.04.02.01 (B); fly ash shall not be used.

Silicone shall be of a type and source approved by the Engineer and shall be furnished by the Contractor and used as directed by the Engineer.

A heat-stable, anti-stripping additive of a type and source approved by the Engineer shall be furnished by the Contractor and used as directed by the Engineer.

III. CONSTRUCTION METHODS

A. General. Every requirement contained in Sections 401.01 and 401.06 through 401.22 which is applicable to this type of work shall be in force except as provided herein and on the plans and in the proposal.

B. Weather Limitations. No Bituminous Concrete Surface Class AA shall be placed unless the ambient air temperature, and the temperature of the existing surface, is at least 50 degrees F.

C. Tack Coat. Tack coat shall be furnished and applied as specified in Section 407.

D. Preparation of the Mixture. The job-mix formula shall be established as specified in Section 401.02.

Marshall Design Method criteria are as follows:

| Minimum Stability (lb) | Air Voids (%) |
|---|---|
| 1800 | 3-7 |

The proportions and grading shall be maintained within the job-mix formula tolerances as specified in Section 401.02.

The gradation of the mixture by dry sieving shall be as follows:

| Sieve Size | Percent Passing |
|---|---|
| 1/2" | 100 |
| 3/8" | 80-100 |
| No. 4 | 55-85 |
| No. 8 | 35-60 |
| No. 16 | 25-45 |
| No. 50 | 9-21 |
| No. 100 | 5-14 |
| No. 200 | 3-7 |

KM 64-411 and KM 64-421 shall be used to establish the job-mix formula.

If the aggregate for the mixture is a blend of two or more materials, the materials shall be metered from individual cold bins in the proportions approved by the Engineer.

E. Cooling. Vehicular traffic shall not be permitted to use the compacted mixture until it has cooled sufficiently to withstand the traffic without any damage. Intersections and any other areas which must be re-opened to traffic soon after the mixture has been compacted shall be thoroughly sprayed with water so as to hasten the cooling of the compacted mixture to atmospheric temperature before it is subjected to traffic. Any adjacent areas to receive the course which are wetted by the water shall be allowed to thoroughly dry before the additional course is laid.

IV. METHOD OF MEASUREMENT

The Class AA mixture will be measured in accordance with Section 402.04.

No separate measurement will be made for silicone or anti-stripping additives, as these are considered incidental

Figure A-5. Special Provision 33(79); Bituminous Concrete Surface, Class AA (Skid-Resistant).

to other contract items.

Bituminous material for tack will be measured in accordance with Section 407.08.

V. BASIS OF PAYMENT

The accepted quantities of mixture and bituminous material for tack coat will be paid for in accordance with Sections 402.05 and 407.09, respectively. Silicone, and/or anti-stripping additive for the mixture and the water for cooling the pavement will be considered as incidentals and will not be paid for separately.

Payment will be made under:

| *Pay Item* | *Pay Unit* |
|---|---|
| Bituminous Concrete Surface, Class AA | Ton |
| Bituminous Material for Tack | Ton |

Figure A-5 (Cont.)

APPROVED July 26, 1979

G. F. KEMPER, P. E.
STATE HIGHWAY ENGINEER

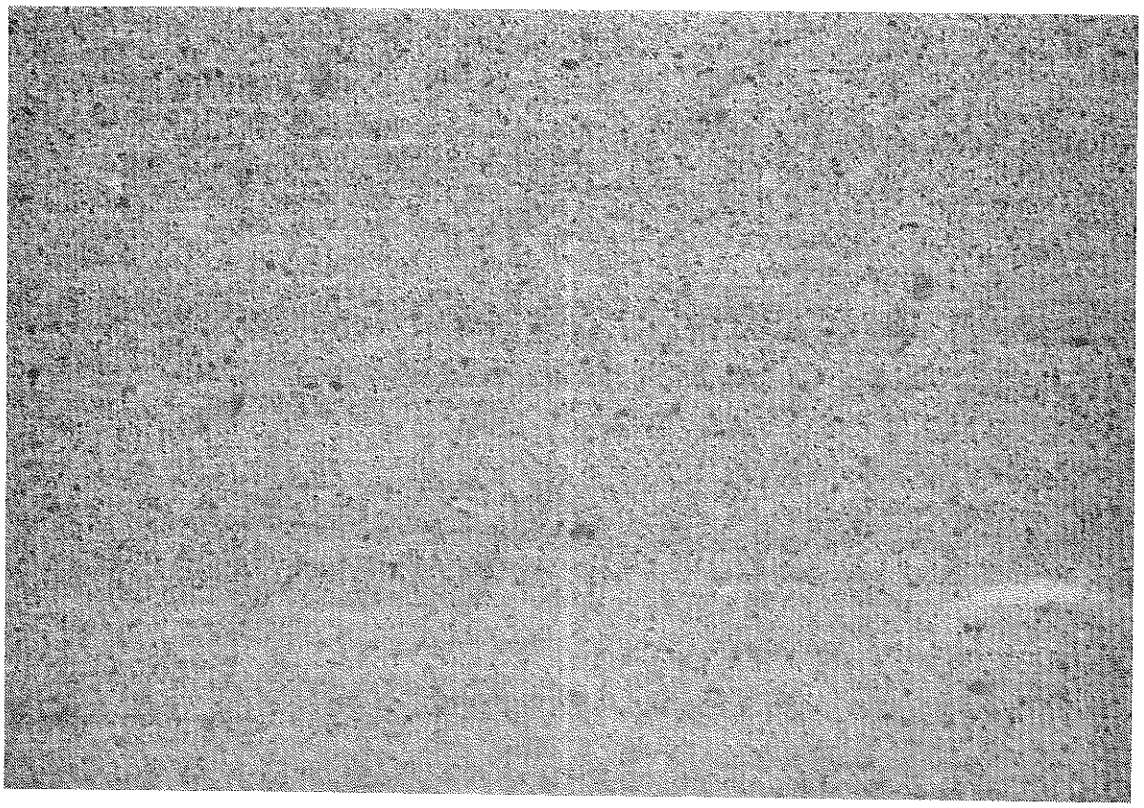


Figure A-6. New Portland Cement Concrete Surface (Burlap Drag Texturing); I24-3(17)85, Christian County.

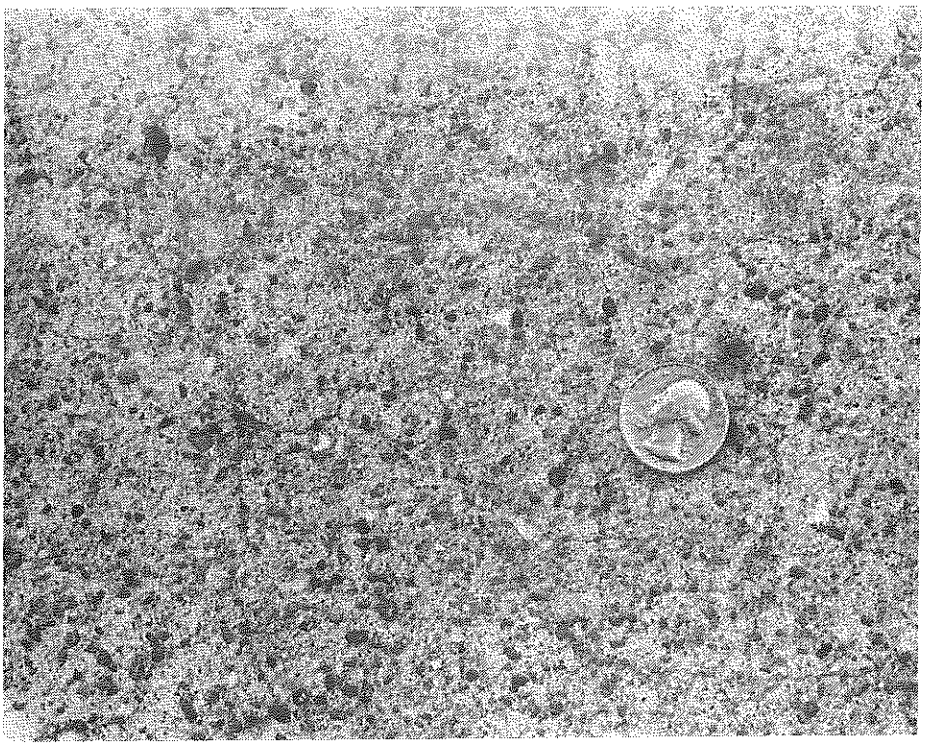


Figure A-7. Worn Portland Cement Concrete Surface; Western Kentucky Parkway (WK 25-2), Ohio County.

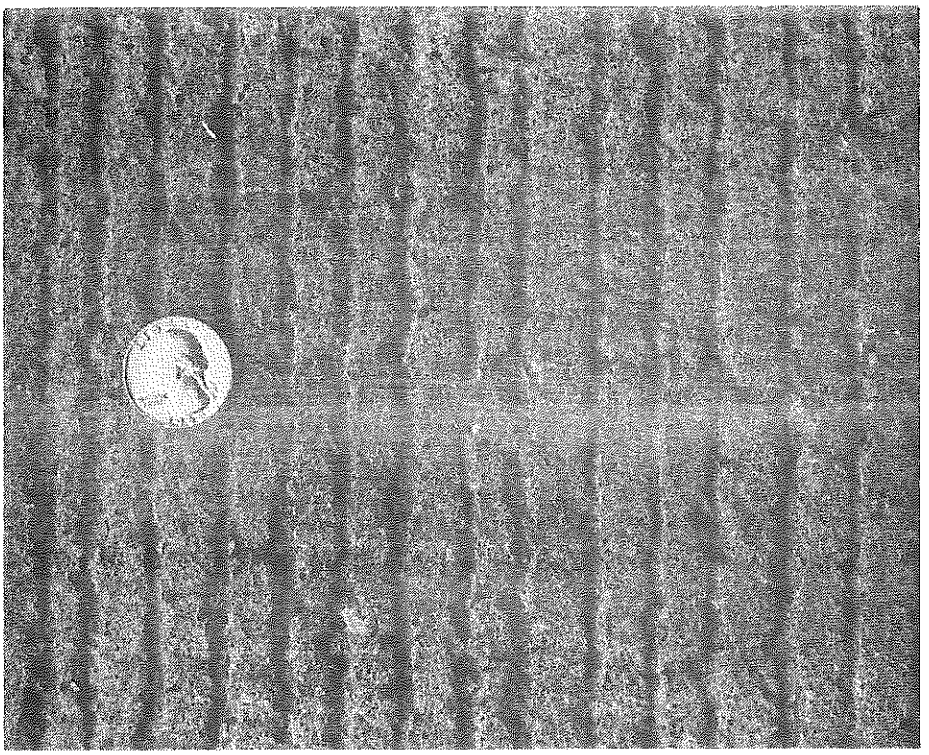


Figure A-8. Grooved Portland Cement Concrete Surface; I24-3(19)76, Christian County.

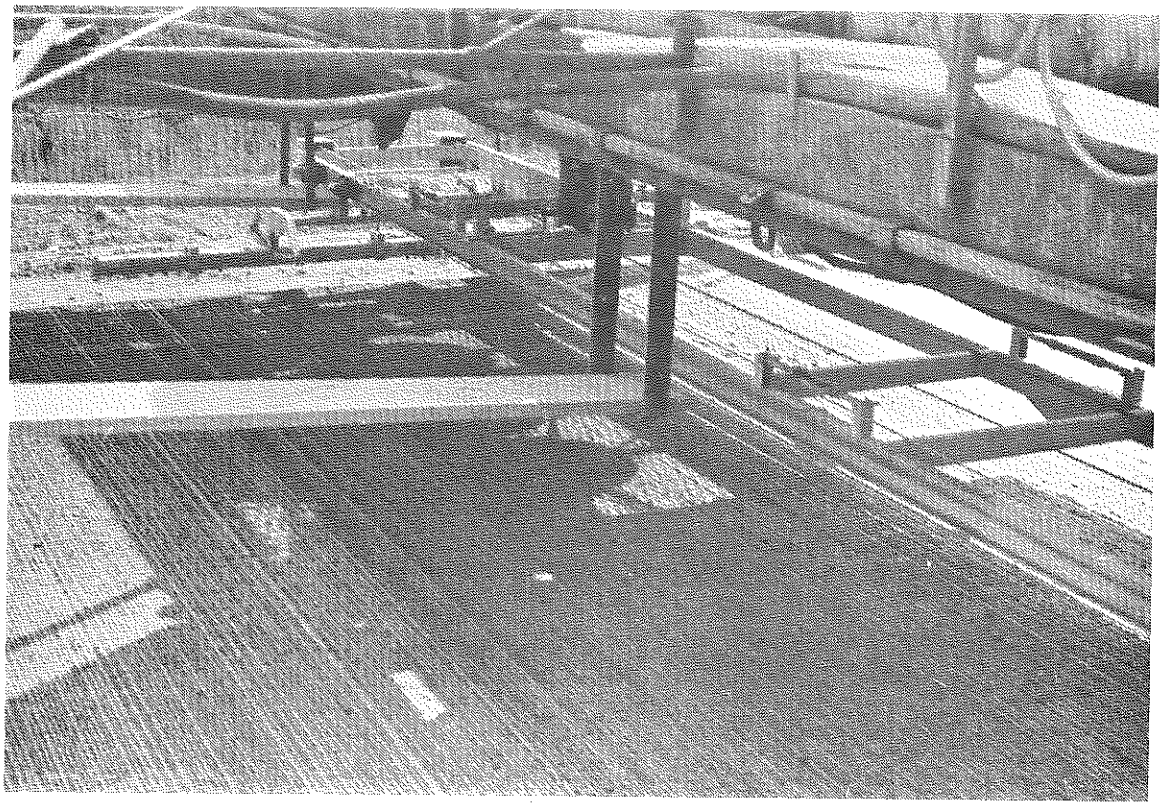


Figure A-9. Equipment Used to Groove Portland Cement Concrete; I24-3(19)76 and I24-3(18)65 (photo taken on I24-3(18)65).

**Figure A-10.** Worn Kentucky Rock Asphalt (Paved in 1966); US 79, Todd County.

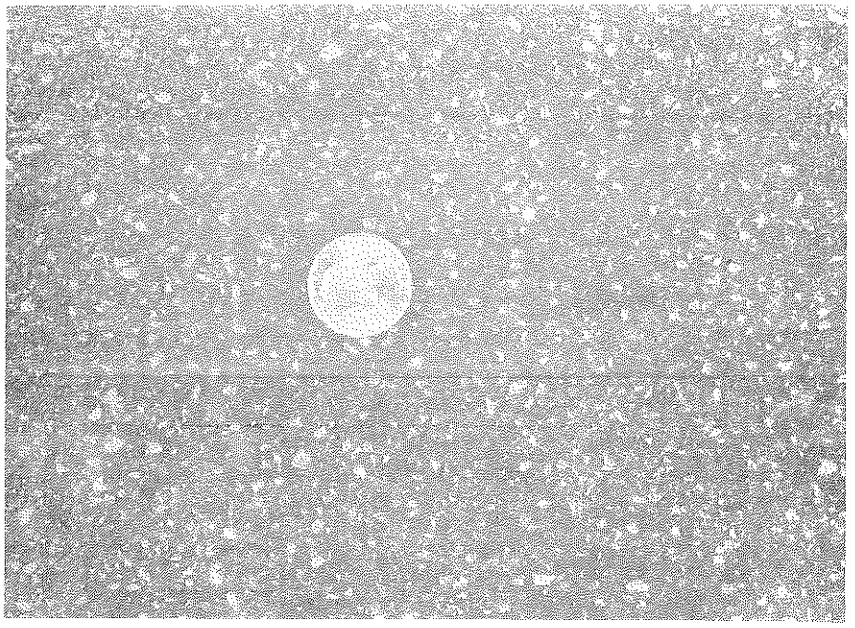


**Figure A-11.** Worn Sand-Asphalt Surface (Special Provision 59B).

Figure A-12. New Open-Graded Friction Course, Crushed (Green River) Gravel; KY 55, Spencer County.

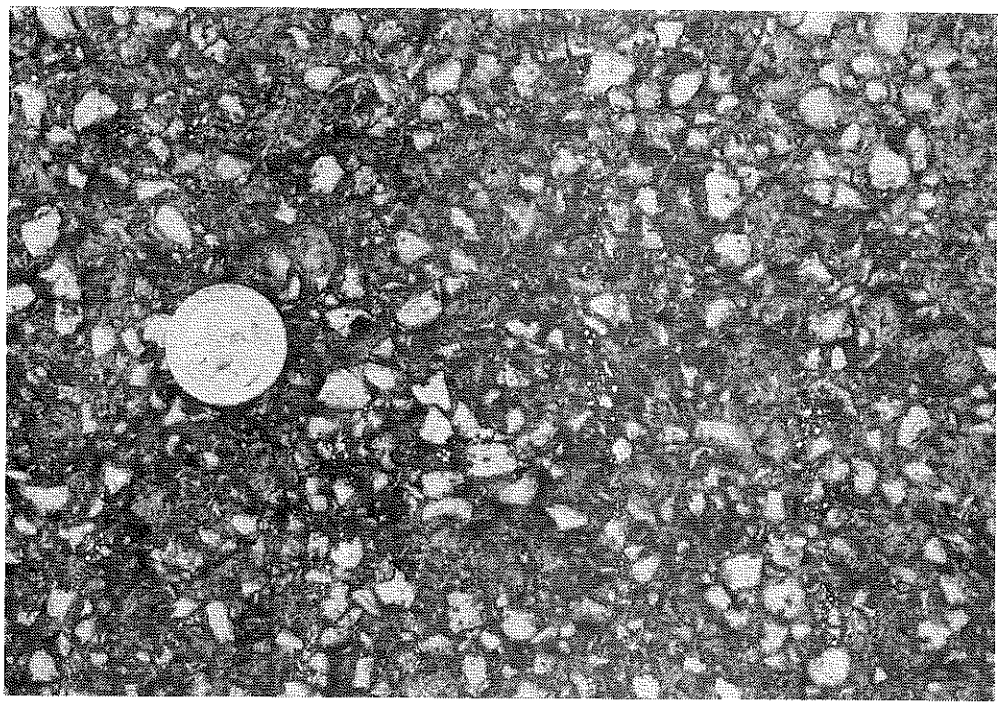
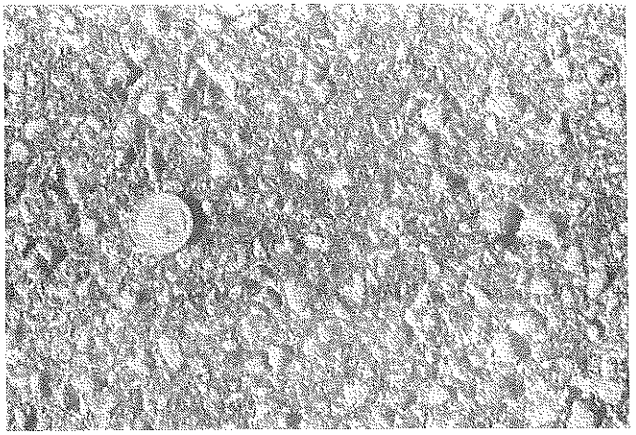


Figure A-13. Worn Open-Graded Friction Course, Crushed (Green River) Gravel; US 62, Grayson County.

a) Granite

b) Quartz

c) Slag



d) Quartzite

Figure A-14. Sprinkle Treatments for Bituminous Surfaces; US 31E, Nelson County.

KENTUCKY DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
SPECIAL PROVISION NO. 36B (79)

BITUMINOUS PAVEMENT MILLING AND TEXTURING

This Special Provision shall apply when indicated on the plans or in the proposal. Section references herein are to the Bureau's 1979 Standard Specifications for Road and Bridge Construction.

---

I. DESCRIPTION

This work shall consist of improving the profile, cross section, and surface texture of an existing bituminous pavement, and shall include all labor, materials, equipment, and incidentals necessary to complete the work, including disposal of all resultant cuttings.

II. CONSTRUCTION REQUIREMENTS

A. Equipment.

The equipment for milling and texturing the pavement shall be a power-operated, self-propelled planing machine or grinder capable of removing bituminous concrete to the required depth, profile, cross slope, and surface texture. The machine shall be capable of accurately establishing profile grades by referencing from either the existing pavement or from an independent grade control, and shall have positive means for controlling cross slope. The machine shall have a floating moldboard with sufficient down pressure to plane the milled surface. The machine shall have an effective means of removing cuttings from the pavement and for preventing dust from escaping into the air.

The textured pavement shall be thoroughly swept immediately behind the machine and all materials swept up shall be loaded and hauled away. A water truck shall be furnished and used to control dust from the work, when deemed necessary by the Engineer.

Supplemental equipment shall be provided as necessary to remove material adjacent to curbs, railroad crossings, and other areas that cannot be removed by the milling machine.

During non-working hours of each day, all equipment and signing devices required during the working hours shall be placed behind the ditch line at locations approved by the Engineer, or off the right-of-way. Personal vehicles will not be permitted to park within the right-of-way except in specific areas designated by the Engineer.

B. Milling and Texturing.

1. *General.* After milling and texturing, the finished surface shall provide a smooth riding surface free from gouges, ridges, oil film, and other imperfections of workmanship, having a uniform texture, and true to the required grade and cross section. The elevation of the longitudinal edges of adjacent cuts shall not differ more than 1/8-inch. When practicable, vertical longitudinal faces shall not be left during non-working hours in areas exposed to public traffic. When it is necessary to expose public traffic to vertical longitudinal faces, the faces shall be no more than 1 1/4 inches in height and shall be tapered in a manner approved by the Engineer, to avoid creating a hazard for traffic.

Where sound pavement has been gouged, torn, or otherwise damaged during the milling operations, or damage is done to any other property of any kind including utility frames, grates, and covers, repairs shall be made by the Contractor at no cost to the Bureau.

When cuts greater than 1 inch are specified in the contract, pavement cores will be available for inspection at the Bureau of Highways' District Office having jurisdiction over the project.

2. *Cut 1 inch.* Where a 1-inch or bottom of rut cut is required, only the amount of cut necessary to acceptably texture the bottom of the rut will be required. Where there are no ruts only the amount necessary to obtain an acceptable texture shall be removed.

3. *Cut more than 1 inch.* Where a cut deeper than 1 inch is required, the material shall be removed in successive cuts of approximately 1 inch each, measured at the edge of the cutting drum. Each 1-inch cut shall be completed over the entire length and width of the area; the next 1-inch cut shall not be started until the area has been examined by the Engineer and the Engineer determines that additional cutting is necessary or desirable.

When it is not necessary to maintain public traffic, the Engineer may permit cuts deeper than 1 inch, provided that a final cut not exceeding 1 inch is made, and provided that satisfactory results are obtained.

The depth of cut indicated in the contract is approximate only. The actual depth of cut will be determined by the Engineer on the project.

4. *Texture.* The texture shall be uniform throughout the project and shall provide, in the judgement of the Engineer, a satisfactory riding surface. The average texture depth shall be no less than 0.20 inch.

5. *Surface Tolerance.* The finished surface after the final cut shall not show a deviation greater than 1/8 inch from a 10-foot straightedge, and the cross slope shall not deviate more than 3/8 inch in 10 feet. All irregularities exceeding these limits shall be corrected.

6. *Approaches and Tapers.* Approaches and tapers shall be acceptably textured when required by the Engineer. Length, width, and depth of cut on approaches and tapers will be determined by the Engineer. The approaches and tapers shall match the finished cut on the main line and shall be transitioned to the existing surface to within ± 1/8 inch.

When deemed necessary by the Engineer, private entrances shall be transitioned to provide a smooth approach to the roadway.

7. *Pavement Marking.* Pavement marking shall be furnished and applied in accordance with Section 401.21.

8. *Hauling.* Unless otherwise specified the cuttings shall be delivered to the Bureau of Highways' Maintenance Lot nearest the project. The Bureau will be responsible for stockpiling the material at the lot.

In the event that the Engineer directs that the cuttings be hauled to a site different from the nearest maintenance lot or other location specified in the contract, and the average haul distance to the site designated by the Engineer differs by 5 miles or more from the average contract haul distance, both as measured by the Engineer, then the contract unit price for Bituminous Pavement Milling and Texturing shall be adjusted. The adjustment shall be calculated as the product of the increase or decrease in average haul distance and the agreed price adjustment factor of $0.14 per mile per ton.

C. Adjusting Small Drainage Structures. Small drainage structures such as catch basins, etc. shall be adjusted as required to match the finished pavement, or to provide proper drainage, in accordance with Section 710.05. When existing catch basin grates are below the finished grade, no adjustment will be required.

Manholes will generally be adjusted by others, and shall be adjusted by the Contractor only when directed by the Engineer. When the Engineer directs that manholes be adjusted, construction methods, measurement and payment will be as specified in Section 710. Manhole adjusting rings that are removed and not reused are the property of the Bureau and shall be delivered to the nearest Bureau of Highways' Maintenance Lot.

The Contractor shall keep all small drainage structures,

Figure A-15. Special Provision 36B(79); Milling and Texturing.

APPROVED July 26, 1979

G. F. KEMPER, P. E.
STATE HIGHWAY ENGINEER

utility valves, etc. free of cuttings and other debris during the milling operation.

III. METHOD OF MEASUREMENT

A. Bituminous Pavement Milling and Texturing. The material removed from areas acceptably milled and textured will be measured in tons.

When the original contract quantity is 2,000 tons or more the material shall be weighed as specified in Section 109, except that commercial or portable scales, certified by the Division of Weights and Measures and approved by the Engineer, will be acceptable.

When the original contract quantity is less than 2,000 tons the Contractor shall arrange for 3 trucks of each size to be weighed to determine the average net weight per load; the total quantity will be calculated using the average weight per load and the load count for each size truck. The Engineer may direct that additional weighing be performed if excessive variation in loading is apparent.

When the Engineer requires additional milling to correct deficiencies in the finished grade, cross section, or texture, no measurement or payment will be made for the additional material removed, when the deficiencies are due to unsatisfactory workmanship by the Contractor.

Water used to control dust will not be measured for separate payment but will be considered incidental to the milling and texturing.

B. Hauling Cuttings. Hauling cuttings will not normally be measured for separate payment. However, if the contract includes a separate bid item for Hauling Cuttings, the quantity shall be the same as the quantity determined as specified in paragraph A for Bituminous Pavement Milling and Texturing.

C. Adjusting Small Drainage Structures. Adjusting Small Drainage Structures will be measured as specified in Section 710.06.

IV. BASIS OF PAYMENT

A. Bituminous Pavement Milling and Texturing. The accepted quantity of Bituminous Pavement Milling and Texturing will be paid for at the contract unit price per ton, which payment shall be full compensation for all labor, materials, equipment, and incidentals necessary to mill and texture the pavement, and control dust. When the contract does not include a separate bid item for Hauling Cuttings, then payment for Bituminous Pavement Milling and Texturing shall also include full compensation for all hauling necessary to deliver the cuttings, except the adjustment specified in paragraph II.B.8.

B. Hauling Cuttings. If the contract includes a separate pay item for Hauling Cuttings, payment for the accepted quantity at the contract unit price per ton shall be full compensation for all labor, equipment, hauling, and incidentals necessary to deliver the cuttings, except the adjustment covered in paragraph II.B.8. When the contract does not include a separate pay item for Hauling Cuttings, this work will be considered incidental to Bituminous Pavement Milling and Texturing.

C. Adjusting Small Drainage Structures. Adjusting Small Drainage Structures will be paid for as specified in Section 710.07.

Payment will be made under:

| *Pay Item* | *Pay Unit* |
|---|---|
| Bituminous Pavement Milling and Texturing | Ton |
| Adjusting Small Drainage Structures | See Section 710.07 |
| Hauling Cuttings (when listed as a separate bid item) | Ton |

Figure A-15. (Cont.)

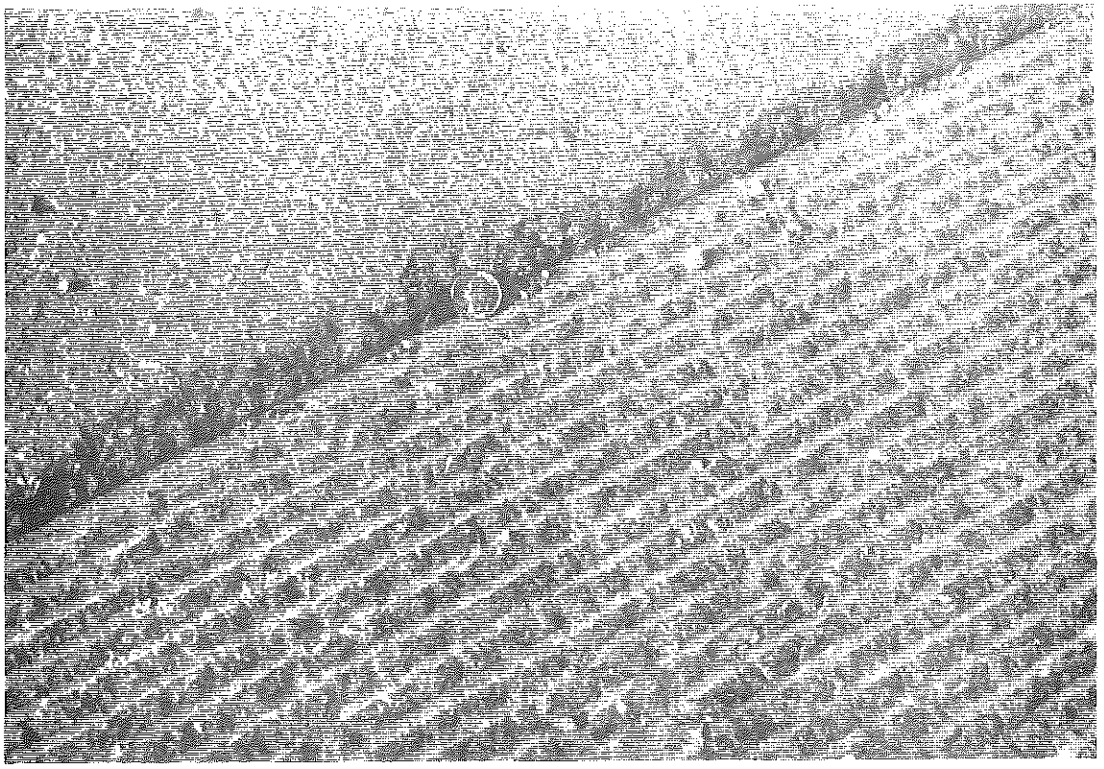


Figure A-16. Texture of Milled Bituminous Surface; KY 80, Pulaski County.

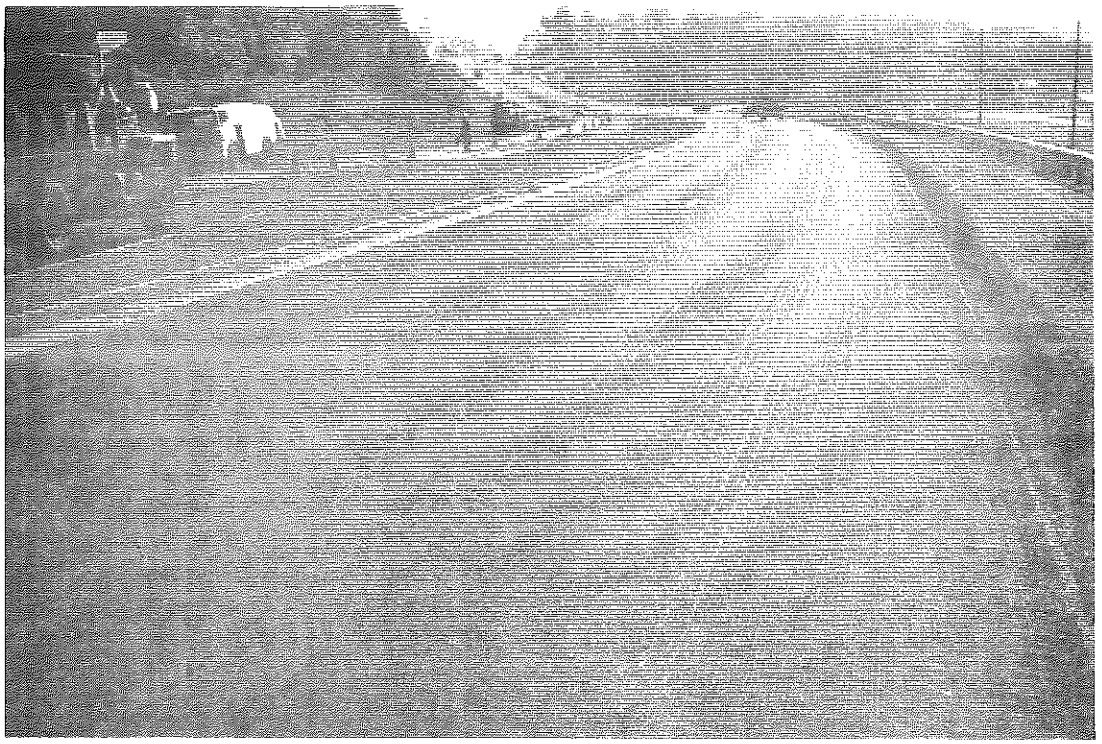


Figure A-17. View of Milled Bituminous Surface; KY 80, Pulaski County.

## GENERAL REQUIREMENTS FOR AGGREGATES

### FINE AGGREGATES

Fine aggregate include the following (from references 13, 15, and 16):

1. Natural Sand - Fine granular material resulting from the natural disintegration of rock.
2. Crushed Sand - Fine granular material resulting from crushing of stone, gravel, or slag.
3. Conglomerate Sand - Natural materials which have been processed to the desired sizes without crushing. However, conglomerate sand may include some material which has been produced by crushing larger pieces of the natural materials.
4. Mortar Sand - Natural, crushed, or conglomerate sand suitable for use in portland cement mortar.
5. Mineral Filler - Limestone dust, portland cement, fly ash, or other inert mineral matter.

### COARSE AGGREGATES

Coarse aggregates (from references 15 and 16) include crushed stone or slag, crushed or uncrushed gravel, and lightweight aggregate when permitted. Unless otherwise provided, 65 percent or more of crushed gravel retained on a No.-4 sieve shall have one or more crushed faces. Unless required otherwise, coarse aggregates of all types, sizes, and uses shall meet the following:

| | |
|---|---|
| Wear (except slag) | 40% (maximum) |
| Wear (slag only) | 50% (maximum) |
| Soundness (5 cycles) | 12% loss (maximum) |
| Friable Particles | 1.0% (maximum) |
| Shale | 2.0% (maximum) |
| Unit Weight (slag) | 70 pcf (minimum) |

### SAMPLING AND TESTING

The methods of sampling and testing will be as follows:

| | |
|---|---|
| Sampling | KM 64-601 |
| Dry Sieve Analysis | KM 64-602 |
| Percent Crushed Particles | KM 64-603 |
| Shale | KM 64-604 |
| Dry Bulking | KM 64-609 |
| Soundness (5 cycles) | KM 64-610 |
| Friable Particles | KM 64-611 |
| Chert | KM 64-612 |
| Unit Weight | KM 64-613 |
| Wear | KM 64-614 |
| Coal and Lignite | KM 64-615 |
| Sand Equivalent | KM 64-619 |
| Insoluble Content | |
| (Coarse Aggregate) | KM 64-223 |
| (Fine Aggregate) | KM 64-224 |
| Organic Impurities | AASHTO T 21 |
| Mortar Strength | ASSHTO T 71 |

## BITUMINOUS CONCRETE PAVEMENT

### CLASS I

Skid tests in 1953 showed that Class I, Type B surfaces containing all-limestone aggregate to be very slippery (22). Kentucky rock asphalt and sandstone were outstanding. Class I, Type B, containing natural sand, was superior to all limestone surfaces. The decisive action was to require natural sand in Type B surfaces if the traffic exceeded 700 vehicles per day. There was some hope then that rock asphalt and sandstone aggregate would develop and supply skid-resistant surfacing superior to Type B. Sandstone was specified as an alternate to limestone for several years in eastern Kentucky; a few sandstone resurfacing projects materialized (23); but the alternative was dropped about 1963 because contractors were not bidding it.

At the beginning of interstate surfacing (Clark-Montgomery Counties), difficulties arose with the Class I, Type B surface. The Class I, Type B surface admitted either limestone or natural sands. Natural sands (dredges) were usually void of fines, and the addition of fines (filler) was normally not required. These Type B surfaces containing 8-10 percent voids tended to ravel. The gradation was changed to allow addition of limestone sands to supply the needed fines. This Type B (Modified) surface was used from 1961 to 1963. During this period, the Division of Research undertook studies to improve the mixture. This work resulted in Class I, Type A (Figure A-1) (13, 24). This was a very dense, very stable bituminous concrete and was used until 1969 when, after field evaluations of many projects, it was concluded that the mixture was perhaps too dense. Class I, Type A (Modified) resulted (Figures A-2 and A-3) (14). This designation was used until superseded in 1976 with the issuance of the 1976 edition of Standard Specifications... (15). Bituminous concrete surface, specified therein (Sections 401 and 402), included provisions for Type A (same gradation as previous Class I, Type A) and Type B (same gradation as previous Class I, Type A (Modified)). The 1979 edition of Standard Specifications... (16) specified composition limits for only one surface type. The various composition limits are presented in Table A-1.

### CLASS AA (SKID RESISTANT)

This surface was first used in 1979. A photograph of the pavement surface on KY 55 in Spencer County is shown in Figure A-4. Special Provision 33, dated April 19, 1978, to the 1976 Standard Specifications... (15) and continued (dated July 26, 1979) (see Figure A-5) for the 1979 Standard Specifications... (16), described the requirements for bituminous concrete surface, Class AA (skid-resistant).

## PORTLAND CEMENT CONCRETE PAVEMENT

The 1965 and subsequent editions of the Standard Specifications... (13, 15, 16) required burlap drag texturing of concrete pavement (Figures A-6 and A-7). In 1974, burlap drag was omitted on some projects and the surface was textured by transverse grooves. Special notes for transverse grooving of plastic cement concrete pavement stated the following:

> The final finish for the cement concrete pavement shall be a transverse-grooved finish which is accomplished by mechanized

equipment using either a vibrating beam roller or a comb made with steel tines, or other approved device. The grooves shall be formed in the plastic concrete at an appropriate time during the stiffening of the concrete, so that in the hardened concrete, the grooves will be between 0.09 to 0.13 inch in width, between 0.12 to 0.19 inch in depth, and be spaced at intervals between 0.5 and 1.0 inch. The grooves shall be relatively smooth and uniform in all aspects, and shall be formed without tearing the surface and without bringing pieces of the coarse aggregate to the top of the surface.

The transverse grooves shall be formed within the above specified size limits so that a minimum average texture depth of 0.030 inch is provided when determined by the Bureau's current Sand Patch Method. Any area of pavement which exhibits a value of less than 0.025 inch shall be check tested as necessary to determine the extent of the area. If check tests confirm that the size of the area with the low reading is 200 square yards or larger, the area will be considered deficient and require corrective work as hereinafter specified.

Manual tools such as fluted floats or rakes with spring steel tines may be used for forming the transverse grooves in areas such as ramps, connections, and other miscellaneous sites where the mechanized grooving equipment cannot be utilized. Careful attention shall be given to the manual workmanship in order to achieve grooves which conform to the same requirements as those specified for the grooves formed by the mechanized equipment.

Areas of the hardened, grooved pavement which do not conform to these requirements, either because of a deficiency in the grooving or because of a rough or open texture of the surface, shall be corrected by the cutting of acceptable grooves in the hardened pavement with an approved mechanical grinder or cutting machine.

The 1976 edition required burlap drag for all projects and specified texturing by formation of transverse grooves (after burlap drag) when so required by the plans (Figures A-8 and A-9). The 1979 edition required transverse groove texturing (after burlap drag) unless specified otherwise on the plans. The grooves were specified to be between 0.09 inch (2.29 mm) and 0.13 inch (3.30 mm) in width, between 0.12 inch (3.05 mm) and 0.19 inch (4.83 mm) in depth, and spaced at random intervals between 0.3 inch (7.6 mm) and 1.0 inch (25.4 mm).

The following specifications are paraphrased from the Standard Specifications (15, 16) for portland cement concrete:

Portland Cement

Portland cement shall conform to the requirements for Type I of the Standard Specifications for Portland Cement, ASTM Designation: C 150.

Admixtures

Requirements are given in Section 802 of reference 16 for the following admixtures:

A. Air-Entraining
B. Water-Reducing and Retarding
C. Water-Reducing
D. Water-Reducing and Accelerating

Fine Aggregates

Fine aggregates may be natural, crushed, or conglomerate sand or combinations thereof; except crushed limestone or other polish susceptible aggregates will not be permitted in concrete intended as a wearing surface for vehicular traffic. The requirements for fine aggregate are as follows:

A.

| | |
|---|---|
| Sand Equivalent* | 80 (minimum) |
| Soundness (5 cycles) | 12% loss (maximum) |
| Friable Particles | 1.0% (maximum) |
| Coal and Lignite | 0.25% (maximum) |
| Dry-Bulking | 52% volume of voids (maximum) |
| Organic Impurities | Not darker than the standard |
| Mortar Strength** | 95% at 7 calendar days (minimum) |

B. Gradation:

| Sieve Size | Percent Passing |
|---|---|
| 3/8 inch | 100 |
| No. 4 | 90-100 |
| No. 16 | 45-80 |
| No. 50 | 5-25 |
| No. 100 | 0-8 |

* Crushed sand may be accepted with a minimum sand equivalent of 70 provided the passing No.-40 sieve fraction of the sand is non-plastic.

** Testing for mortar strength will be required only for sand which does not pass the test for organic impurities and will supersede the requirement of organic impurities.

Coarse Aggregate

A.

| | Maximum Percent by Weight |
|---|---|
| Friable Particles | 0.25 |
| Finer than No. 200 | 2.0 |
| Coal and Lignite | 0.5 |
| Chert (Sp. Gr. less than 2.35) | |
| Limestone Aggregate | 0.25 |
| Gravel Aggregate | 1.5 |

B. Gradation:

| Sieve Size | Percent Passing |
|---|---|
| 1 1/2 inch | 100 |
| 1 inch | 95-100 |
| 1/2 inch | 25-60 |
| No. 4 | 0-10 |
| No. 8 | 0-5 |

## KENTUCKY ROCK-ASPHALT SURFACE

From the early 1900's until the 1950's, Kentucky rock asphalt was used extensively in Kentucky and was regarded as a premium-type surfacing material. However, it became unreliable in other qualities and, after an adverse report on a test road constructed in 1955 (22), the company liquidated its assets in 1958. Sometime later, they were acquired by another company and two thrusts were made to develop serviceable materials, one in 1963 and another in 1966 (17). Special Provisions 24 and 24A governed resurfacing projects of 1966 (Figure A-10) and 1967 (17).

A final section of rock asphalt was placed in 1968 on US 27 near Somerset. A report, entitled "Experimental Sand-Asphalt Surface" (18), documents that effort.

## SAND-ASPHALT SURFACE

Between 1964 and 1970, sand-asphalt surfaces were constructed under Special Provisions 22 and 22A. A discussion and description of these surfaces were given in a February 1965 report (25) and a later report in October 1970 (18). Chemical composition and shape of the sands used varied considerably amongst those projects. Many surfaces did not exhibit the desired level of friction for the volume of traffic sustained (1). Consequently, after a few more projects were constructed in 1972 under Special Provision 22B, this style of sand asphalt was discontinued.

In 1968, four sections of sand asphalt and one section of rock asphalt were laid (experimentally) on US 27 near Somerset (18). This was intended to demonstrate a higher skid resistance for 100-percent quartz sands than is obtainable with a blend of 50-percent quartz and 50-percent limestone sand. It was also intended to demonstrate differences in skid resistance between dense and porous sand asphalts. These sections were: Sand-Asphalt Surface (Special Provision 22A); Sand-Asphalt, Open-Graded High-Silica Surface (Special Provision 58); Kentucky Rock Asphalt Surface (Special Provision 24B); and Simulated Kentucky Rock Asphalt Surface (Special Provision 60).

Measurements made about five years after construction (December 1973) ranked the pavements in the order anticipated (19). However, the frictional levels achieved were disappointing. Limestone sand obviously reduced the skid resistance of sand asphalts. Continued study of the skid-resistant attributes of sands had indicated that the term "Natural Sand" and its definition given in Section 611 of the 1965 edition of the Standard Specifications (13) permitted but did not assure skid-resistant materials. It was concluded that sands should be selected in terms of mineral composition, gradation, and partical shape (20). Sand-asphalt (Skid Resistant), Special Provision 59B, resulted. Two projects materialized during 1972 and 1973 (on US 31W from West Point to US 60 south of Muldraugh) using crushed quartz gravel (Figure A-11).

With continued refinement of mineral composition and gradation, the mixtures evolved into Sand-Asphalt Surface, Type I (Special Provision 22E) and Sand-Asphalt Surface (Skid Resistant), Type II (Special Provision 59E). The special provision designations were superceded by the 1976 edition, and continued in the 1979 edition, of the Standard Specifications... (15, 16), Section 404, Sand-Asphalt Surface, Types I and II. The following

specifications are paraphrased from the Standard Specifications...:

Description

A. Type I. Sand-asphalt surface, Type I, is intended to provide a thin, fine-textured wearing surface produced from aggregates generally available from commercial sources.

B. Type II. Sand-asphalt surface, Type II is intended to provide a fine-textured, skid-resistant wearing surface.

Materials

A. Bituminous Materials. All bituminous materials shall be the type and grade specified in the contract and shall meet the applicable requirements of Section 806.

B. Admixture. Silicone shall be an approved type from an approved source, and shall be furnished and used as directed.

C. Aggregates. Fine aggregate may consist of natural, crushed, or conglomerate sand (lightweight aggregate is allowed by Special Provision 25) or combinations thereof with the addition of filler as necessary to meet gradation requirements. Sands shall have no more than 40% wear (except slag allowed to 50% maximum) and have no more than 1.0% friable particles. Mineral filler shall consist of limestone dust, portland cement, fly ash, or other inert mineral matter having similar characteristics and shall be graded such that 100 percent will pass a No.-16 sieve and at least 30 percent will pass a No.-200 sieve.

The combined aggregate for Sand Asphalt, Type I, shall be composed of either a minimum of 50 percent crushed slag sand or a proportion of quartz sand (or lightweight aggregate) such that the minimum insoluble content shall be 50 percent, or an approved conbination thereof. The remaining portion of the aggregate may consist of either natural sand, limestone sand, slag sand, or combinations thereof, except that not more than 25 percent of the total aggregate by weight shall be limestone sand. The minimum sand equivalent of the combined aggregates shall be 45.

The sand for Sand Asphalt, Type II, shall be either crushed slag, crushed quartz (silica) gravel containing at least 75% insolubles, or crushed granite (or lightweight aggregate). The insoluble content will be determined on the portion of the sand coarser than the No. 100 seive. A maximum of 25 percent natural sand may be blended with the crushed sand providing the natural sand has an insoluble content of at least 75 percent and providing all other requirements are met. Except when used as mineral filler, crushed limestone will not be permitted. Combined aggregates shall have a minimum voids content of 50 percent when tested in accordance with KM 64-609.

Temperature Requirements

A. Aggregates. 265-350 deg F; 130-175 deg C
B. Asphalt Cement. 275-325 deg F; 135-165 deg C
C. Mixture
   1) At Plant: 265-325 deg F; 130-165 deg C
   2) Laying: 250-325 deg F; 120-165 deg C

Gradation of Mixtures

| Sieve Size | Percent Passing | |
|---|---|---|
| | Type I | Type II |
| 1/4 inch | 100 | 100 |
| No. 8 | 75-100 | 50-90 |
| No. 16 | 60-90 | 25-65 |
| No. 30 | 45-75 | 15-45 |
| No. 50 | 15-45 | 05-30 |
| No.100 | 05-15 | 03-20 |
| No. 200 | 02-06 | 02-06 |

The percent by weight of asphalt cement in the mix will be established between 6 to 10 percent except that an increased quantity may be required for absorptive aggregate. Tandem rollers weighing 5 to 8 tons shall be used for compaction. The thickness of the course shall be approximately 5/8 inch; and the sand-asphalt mixture, except when using lightweight aggregate, shall be placed at the approximate rate of 65 pounds per square yard. For lightweight aggregate, Type I shall be placed at 55 pounds per square yard and Type II shall be placed at 45 pounds per square yard.

The following specifications were taken from Special Provision 59D. A complete copy of this special provision was included in a September 1974 report (19):

Aggregates

The sand for the sand-asphalt mixture shall be either crushed slag sand or a select, angular, high silica material containing at least 75 percent silicon dioxide. The silicon dioxide determination will be made in accordance with Kentucky Method 64-244, and will be made on the portion of sand retained on all sieves down to and including the No. 100 sieve, exclusive of any mineral filler in that portion. The high silica sand shall preferably be the product of crushed siliceous material, but may be comprised either of natural materials or crushed materials, or a combination of both, provided that the gradation and angularity of the sand are consistently uniform and conform to the specified requirements.

Gradation

| Sieve Size | Percent Passing |
|---|---|
| 1/4 inch | 100 |
| No. 8 | 60-90 |
| No. 16 | 35-65 |
| No. 30 | 20-45 |
| No. 50 | 10-30 |
| No. 100 | 03-20 |
| No. 200 | 02-06 |

## OPEN-GRADED FRICTION COURSES

Open-graded friction courses were first used in Kentucky in 1973; the mixture using slag aggregate was placed on a short section of US 23 south of Ashland. Another longer section using crushed quartz gravel aggregate was placed as a demonstration project on the southbound lanes of US 31W just north of Elizabethtown. On May 13, 1974, Special Provision 109, Open-Graded Friction Courses (plant mix seals), was adopted. This special provision was amended twice during 1975. The first, Special Provision 109A, included crushed granite as an allowable aggregate and raised the upper limit for asphalt cement from 8.5 percent to 9.0 percent. The second, Special Provision 109B, eliminated the requirement to construct the course higher in elevation than shoulders but retained the requirement to construct higher than concrete gutters.

These special provisions were superseded by the 1976 edition, and continued in the 1979 edition, of the Standard Specifications... (15 ,16), Section 405, Open Graded, Friction Courses. Excerpts of these specifications are cited here:

Description

The open-graded mixture is intended to provide a coarse-textured, well-draining, skid-resistant wearing surface for vehiclular traffic. The thickness of the course shall be approximately 3/4 inch.

Bituminous Material

A. For Mixture. Asphalt cement shall be AC-20 in the range of 5.5 to 9.0 percent by weight of total mix. An antistripping additive shall be used to prevent stripping of the asphalt from the aggregate.

B. For Tack Coat. Tack coat shall be applied in accordance with requirements of Section 407, except emulsions shall not be diluted. The undiluted SS-1, SS-1H, RS-1, CSS-1, CSS-1h, AE-60, RC-70, or RC-250 shall be applied at an approximate rate of 0.8 pound (0.1 gallon) per square yard.

Aggregates

Aggregate for this mixture shall be either crushed gravel, crushed granite-type igneous rock, crushed slag, crushed quartzite, crushed lightweight aggregate, or an approved combination thereof. Gravel shall have a minimum insoluble content of 75 percent as determined by KM 64-223. Coarse aggregates shall conform to the following requirements:

| | |
|---|---|
| Wear (except slag) | 40% (maximum) |
| Wear (slag) | 50% (maximum) |
| Soundness (5 cycles) | 12% (maximum) |
| Unit Weight (lightweight) | 65 pcf (maximum) |
| Unit Weight (slag) | 70 pcf (maximum) |

Sand, meeting the following requirements, will be permitted in an amount not to exceed 20 percent of the total aggregate in the mixture.

| | |
|---|---|
| Wear (except slag) | 40% (maximum) |
| Wear (slag only) | 50% (maximum) |

Friable particles 1.0% (maximum)

Aggregates for Open-Graded Friction Course, Type II, within the fraction retained on a No.-8 sieve shall have at least 95 percent of the particles containing one or more crushed faces and at least 75 percent containing 2 or more crushed faces.

Unless otherwise provided, crushed limestone will not be permitted as any part of the aggregate except as mineral filler.

Temperature Requirements

| | | |
|---|---|---|
| A. | Aggregate. | 200-260 deg F |
| B. | Asphalt Cement. | 250-300 deg F |
| C. | Mixture | |
| | 1) At Plant: | 200-260 deg F |
| | 2) Laying: | 180-260 deg F |

Gradation

| | Percent Passing | |
|---|---|---|
| Sieve Size | Type 1 | Type 2 |
| 1/2 inch | 100 | --- |
| 3/8 inch | 90-100 | 100 |
| No. 4 | 25-50 | 50-100 |
| No. 8 | 05-15 | 10-30 |
| No. 16 | --- | 05-15 |
| No. 200 | 02-05 | 02-05 |

For Type 1 mixes, the Engineer may approve a job-mix formula with a percentage passing the No.-8 sieve in excess of 15. Normal equipment for placing and compaction will apply except that rolling may be accomplished by means of a 5- to 8-ton steel wheel, tandem roller only. Rolling shall be held to a minimum. Excessive rolling shall be avoided. The rate of application shall be 65 pounds per square yard, except rate shall be 45 pounds per square yard for mixtures using lightweight aggregate.

Photographs of a new and a worn open-graded friction course, containing crushed gravel (Green River) are shown in Figures A-12 and A-13, respectively.

## SPRINKLE TREATMENT (FOR ASPHALTIC-CONCRETE PAVEMENT)

The following was cited in a special note which was part of the contract for construction of five sections of overlay on US 31E in Nelson County. The special note was dated June 23, 1978. The construction was completed in September 1978.

Description

This work shall consist of the construction of a Bituminous Concrete Surface, Type B, and the application of a sprinkle treatment for the purpose of providing a skid-resistant wearing surface. The sprinkle treatment shall consist of graded, hot-precoated aggregate applied to the surface of the bituminous concrete mixture immediately

B. Weather Limitations. On Section 1, Section 401.06 of the 1976 Standard Specifications... will apply.

On Sections 2 through 5, no bituminous concrete surface shall be placed unless the ambient air temperature and the temperature of the existing surface is at least 50 degrees F.

C. Control Section. The Bituminous Concrete Surface, Type B, shall be constructed as specified in Section 402 of the 1976 Standard Specifications....

D. Sprinkle Treatment. On Sections 2 through 5 the Bituminous Concrete Surface, Type B, shall be constructed as specified in Section 402, except that immediately after the passage of the paver and prior to any rolling, the precoated aggregate shall be applied uniformly to the top of the bituminous concrete mat with the mechanical spreader.

The sprinkle aggregate shall be placed hot and shall cover 50 to 75 percent of the surface area. Application rates will vary between 5 to 15 pounds per square yard, as directed by the Engineer. The sprinkle aggregate shall be applied at a temperature above 250 degrees F and vehicles hauling the hot aggregate shall be kept covered and insulated.

Initial rolling shall be done immediately after application of the sprinkle aggregate, using a 3-wheel roller or tandem roller, and thereafter the normal rolling sequence shall be followed. Rubber-tired rollers will not be permitted.

## BITUMINOUS PAVEMENT MILLING AND TEXTURING

Special Provision 36, dated September 25, 1978, to the 1976 Standard Specifications... (15) and continued as Special Provision 36B, dated July 26,1979 (Figure A-15), to the 1979 Standard Specifications... (16) described the requirements for milling and texturing of bituminous pavements. Photographs of a milled surface on KY 80 in Pulaski County are shown in Figures A-16 and A-17.

TABLE A1. COMPOSITION LIMITS, SURFACE-COURSE MIXTURES

| SIEVE SIZE | PREVIOUSLY CLASS I | | | | FROM STANDARD SPECIFICATIONS(15,16) | | |
|---|---|---|---|---|---|---|---|
| | | | | | 1976 | | 1979 |
| | TYPE B | TYPE B (MODIFIED) | TYPE A | TYPE A (MODIFIED) | TYPE A | TYPE B | SURFACE |
| 1/2 INCH | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 3/8 INCH | 85-100 | 85-100 | 80-100 | 80-100 | 85-100 | 85-100 | 80-100 |
| NO. 4 | 50-70 | 55-75 | 55-75 | 60-80 | 55-75 | 60-80 | 55-80 |
| NO. 8 | 35-50 | 40-58 | 35-60 | 40-60 | 35-60 | 40-60 | 35-60 |
| NO. 16 | 20-40 | 25-48 | 25-50 | 25-50 | 25-50 | 25-50 | 22-46 |
| NO. 50 | 2-20 | 5-20 | 9-21 | 5-20 | 9-21 | 5-20 | 5-21 |
| NO. 100 | 1-10 | 2-14 | 5-14 | 3-12 | 5-14 | 3-12 | 3-14 |
| NO. 200 | 0-5 | 1-7 | 3-7 | 2-6 | 3-7 | 2-6 | 2-7 |
| ASPHALT* | 4-8 | 4-8 | 4-8 | 4-8 | 4-8 | 4-8 | 4-8 |

* Percent by weight of the total mixture. Asphalt content may be increased by as much as 1 1/2 percent above the maximum listed when needed to compensate for asphalt absorbtion by the aggregate.

# APPENDIX B

## PLOTS OF SKID NUMBERS VERSUS CUMULATIVE TRAFFIC FOR VARIOUS TYPES OF PAVEMENTS

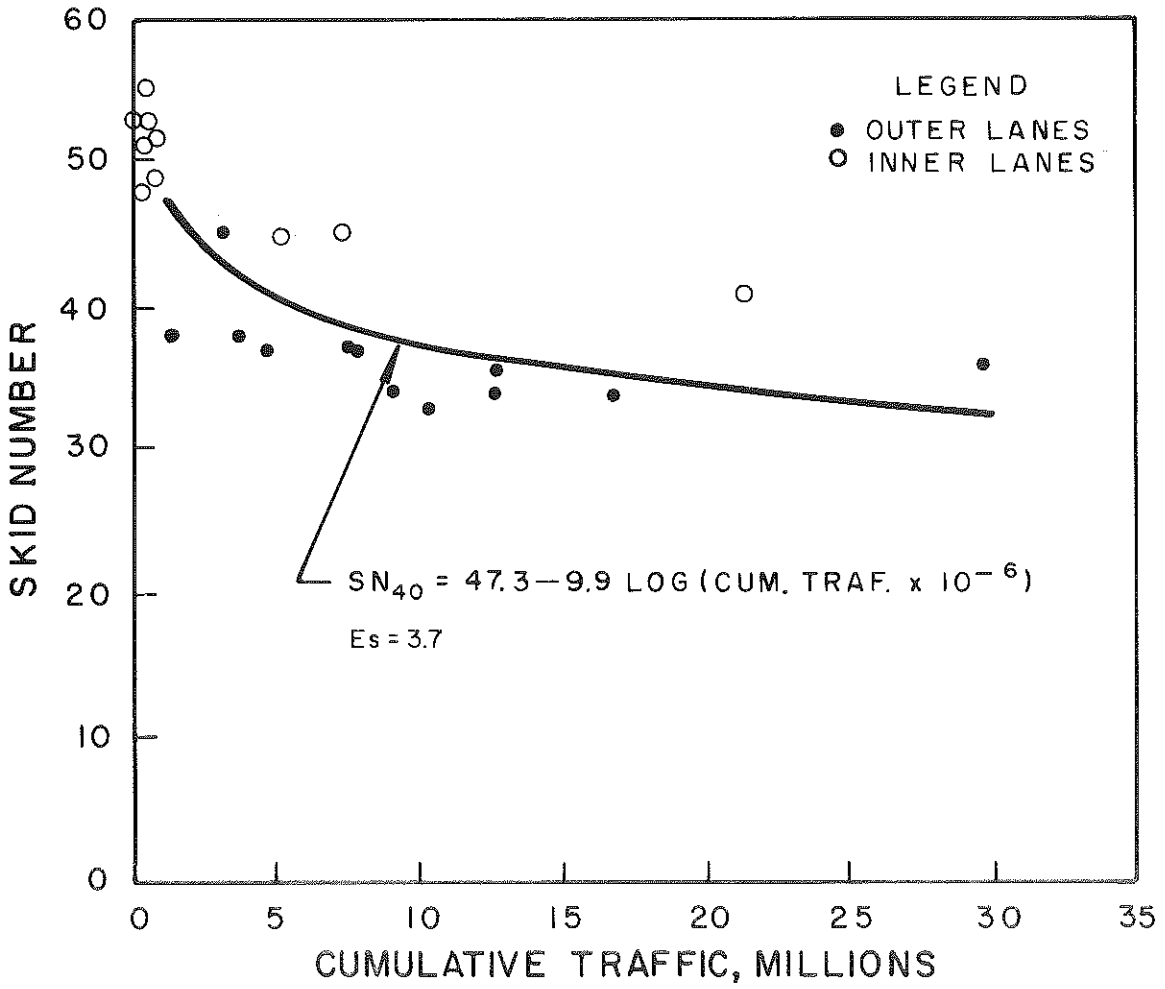



Figure B-1. Effect of Traffic on Skid Resistance of Bituminous Concrete Surfaces on Interstate Routes; Tested during 1974.

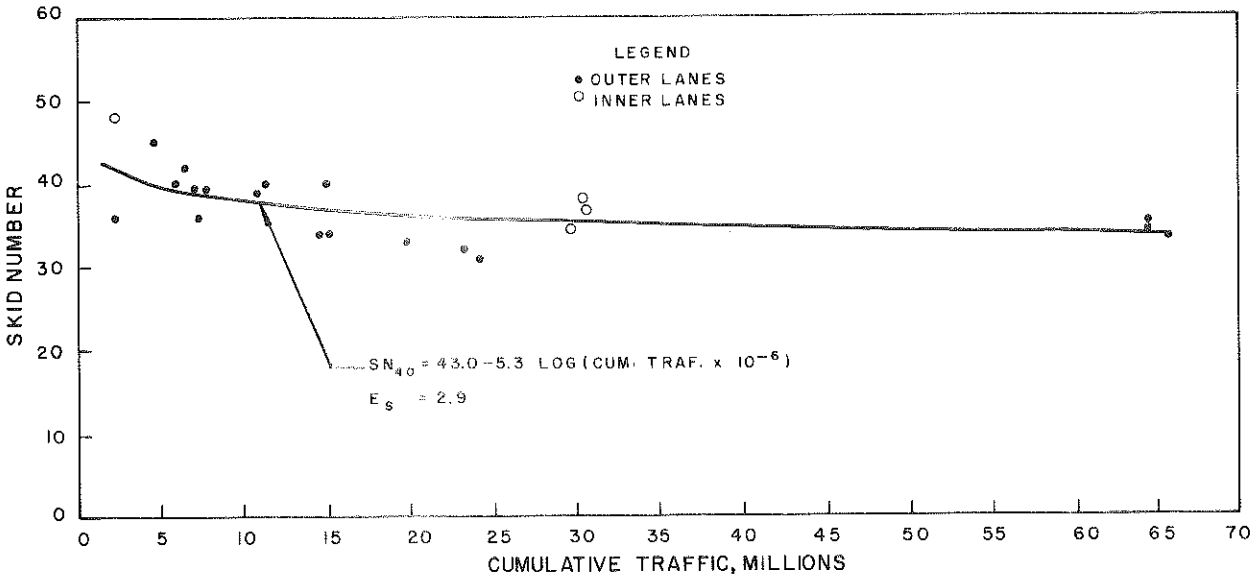



Figure B-2. Effect of Traffic on Skid Resistance of Bituminous Concrete Surfaces on Interstate Routes; Tested during 1977.

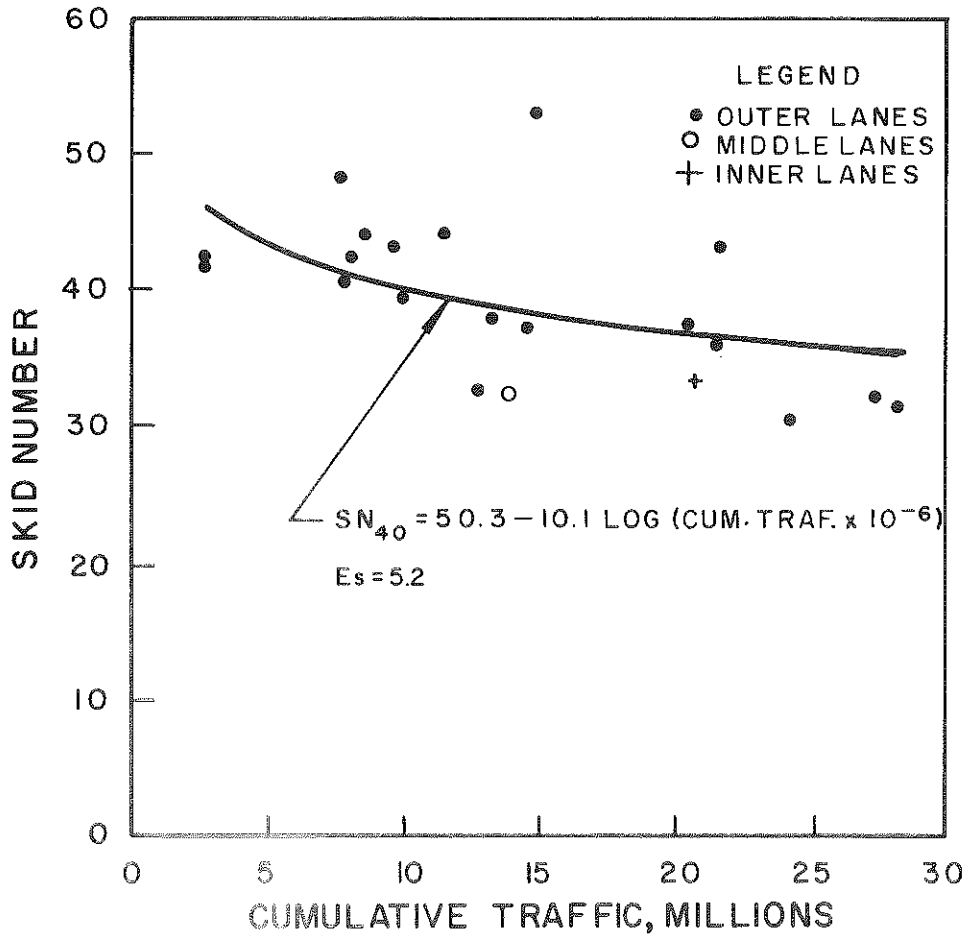
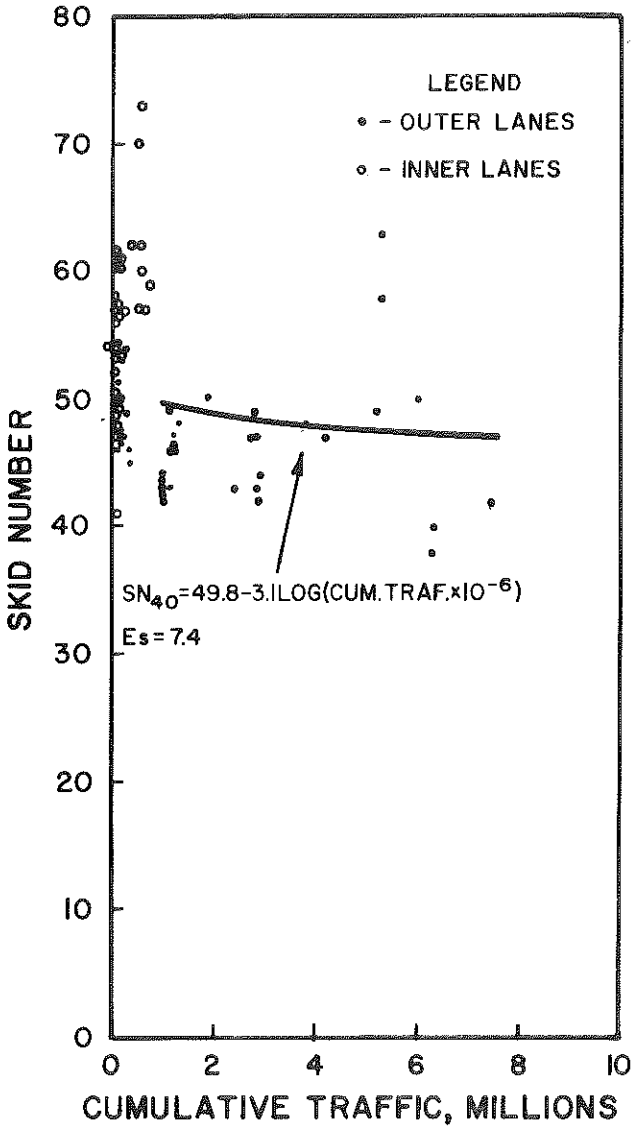



Figure B-3. Effect of Traffic on Skid Resistance of Bituminous Concrete Surfaces on Interstate Routes; Tested during 1979.

Figure B-4. Effect of Traffic on Skid Resistance of Bituminous Concrete Surfaces on Toll Roads; Tested during 1974.



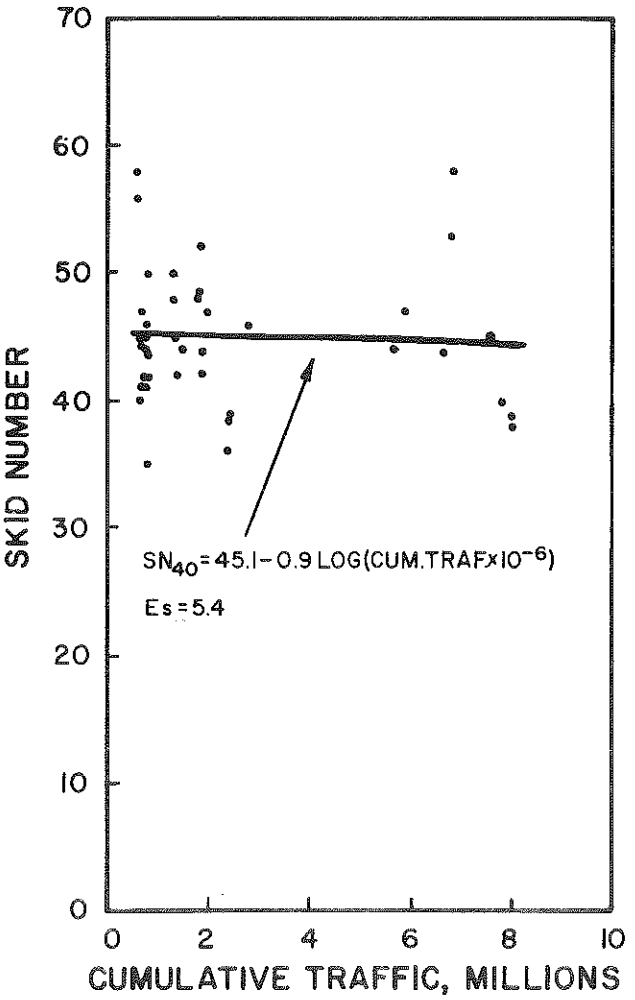




Figure B-5. Effect of Traffic on Skid Resistance of Bituminous Concrete Surfaces on Toll Roads; Tested during 1977.

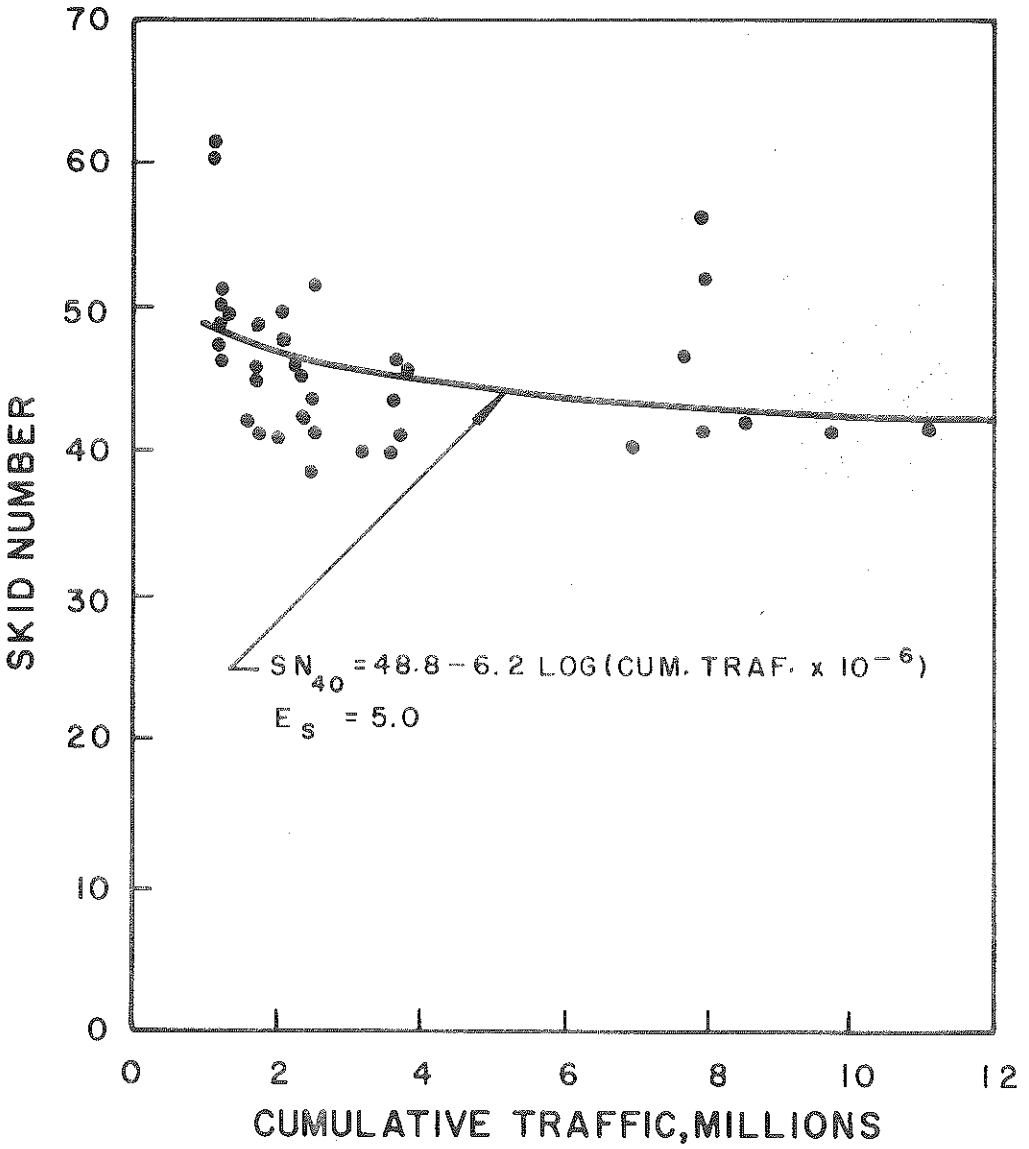



Figure B-6. Effect of Traffic on Skid Resistance of Bituminous Concrete Surfaces on Toll Roads; Tested during 1979.

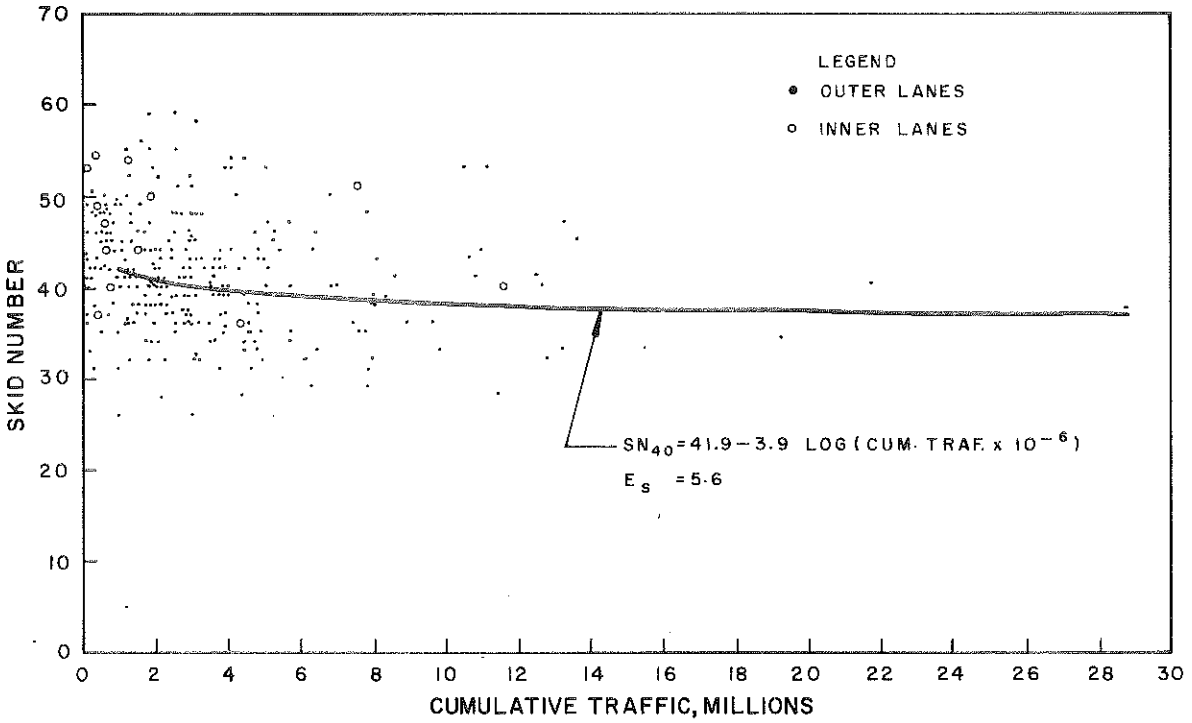



Figure B-7. Effect of Traffic on Skid Resistance of Bituminous Concrete Surfaces on US and KY Routes; Tested during 1975.

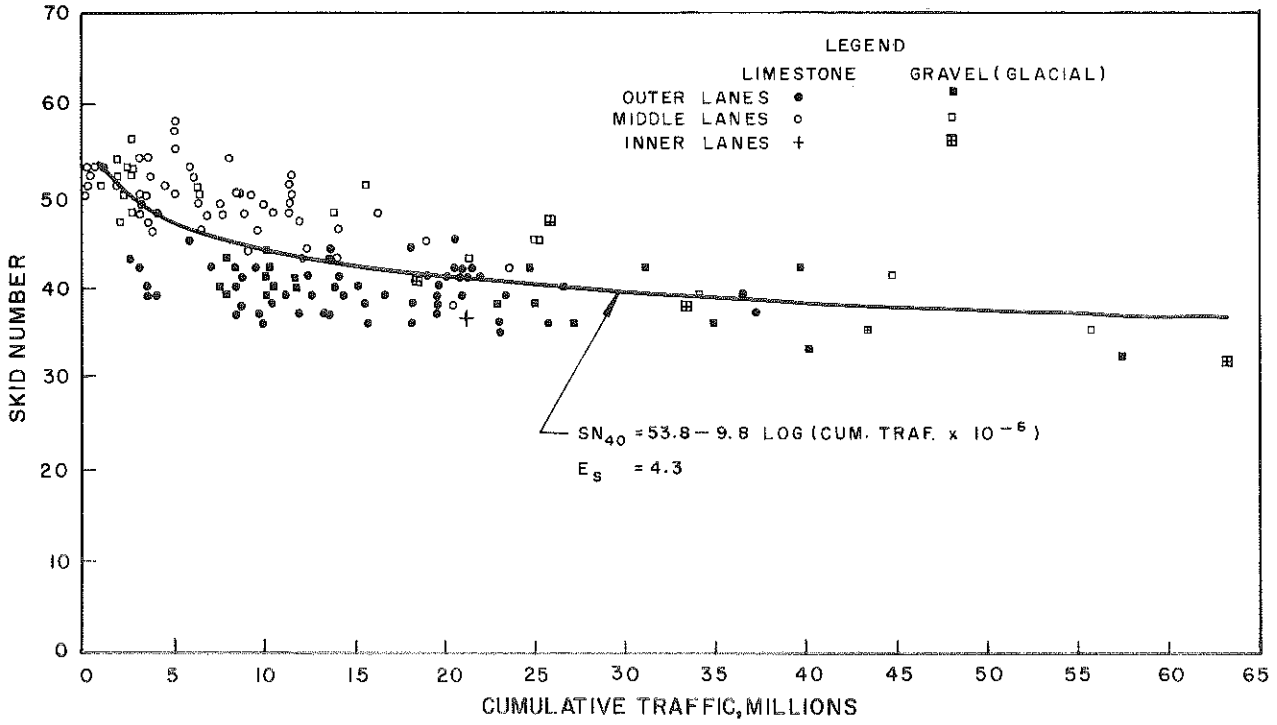



Figure B-8. Effect of Traffic on Skid Resistance of Portland Cement Concrete Surfaces on Interstate Routes; Tested during 1974.

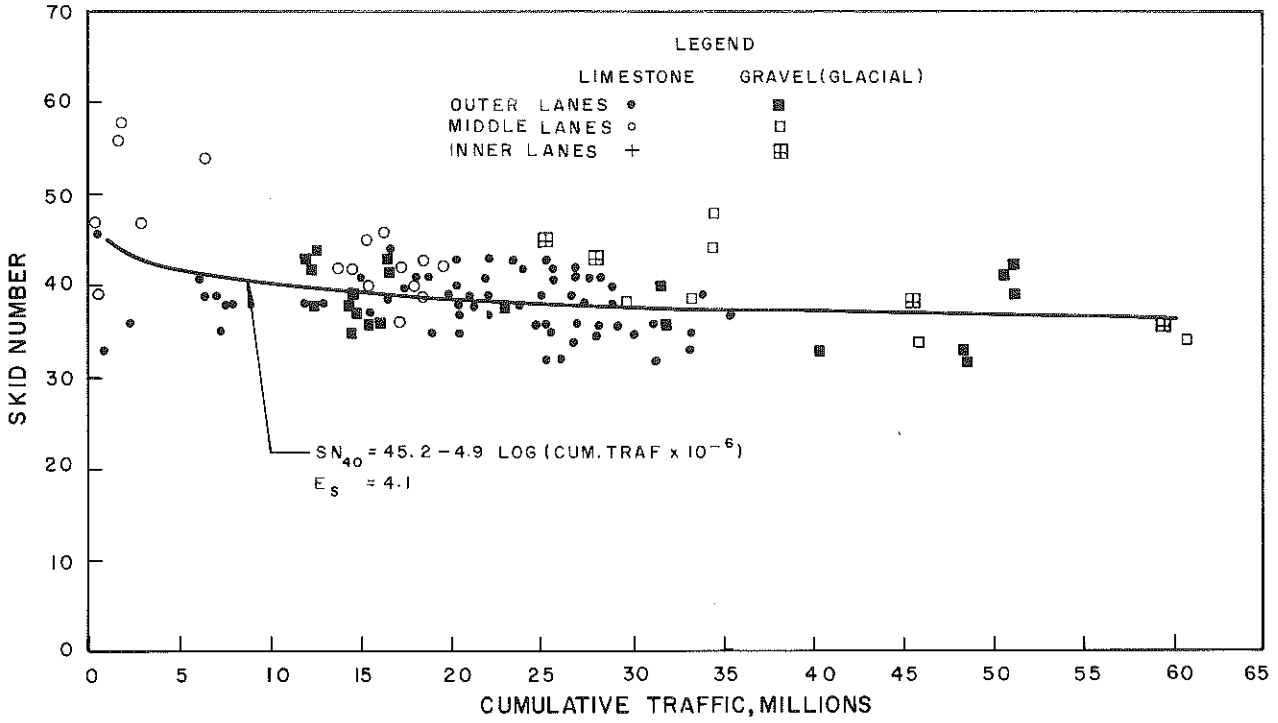



Figure B-9. Effect of Traffic on Skid Resistance of Portland Cement Concrete Surfaces on Interstate Routes; Tested during 1977.

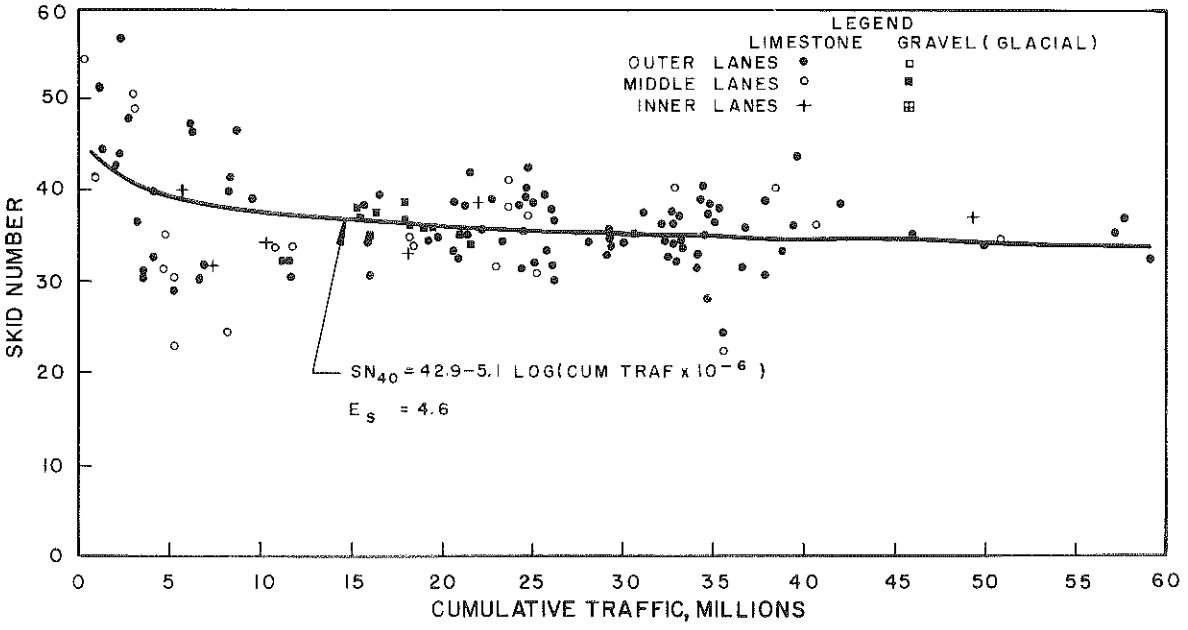
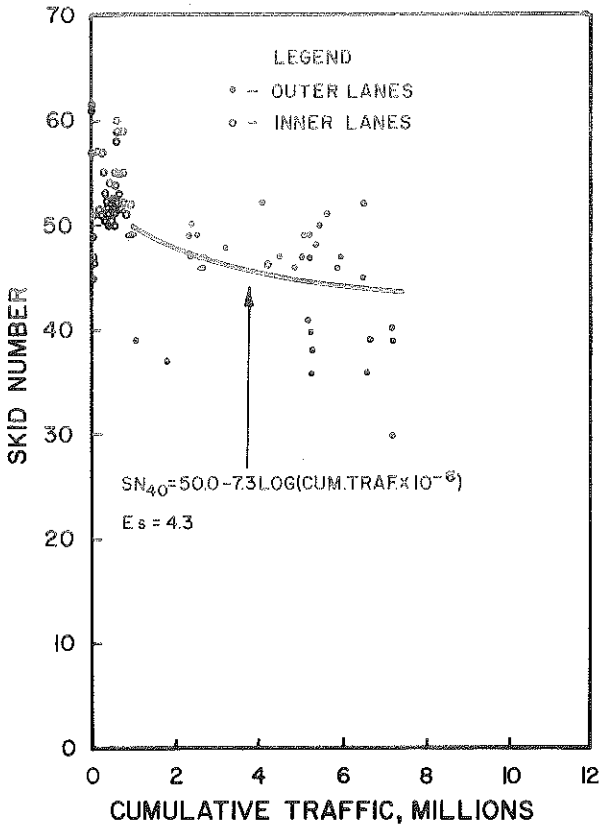



Figure B-10. Effect of Traffic on Skid Resistance of Portland Cement Concrete Surfaces on Interstate Routes; Tested during 1979.

Figure B-11. Effect of Traffic on Skid Resistance of Portland Cement Concrete Surfaces on Toll Roads; Tested during 1974.



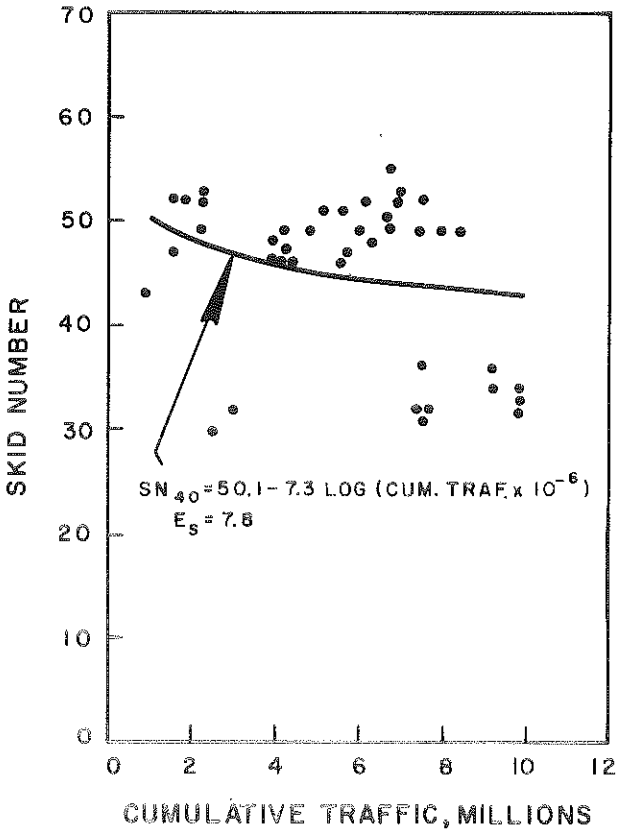




Figure B-12. Effect of Traffic on Skid Resistance of Portland Cement Concrete Surfaces on Toll Roads; Tested during 1977.

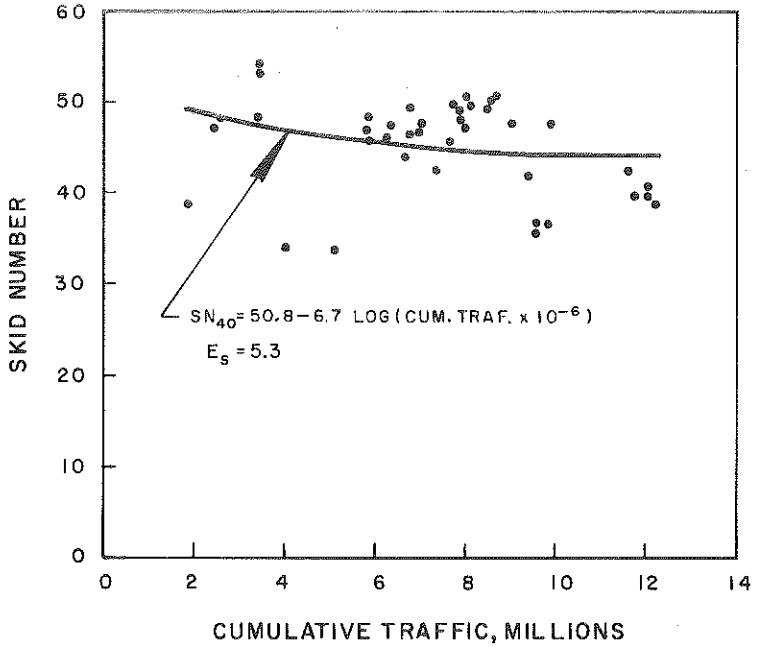



Figure B-13. Effect of Traffic on Skid Resistance of Portland Cement Concrete Surfaces on Toll Roads; Tested during 1979.

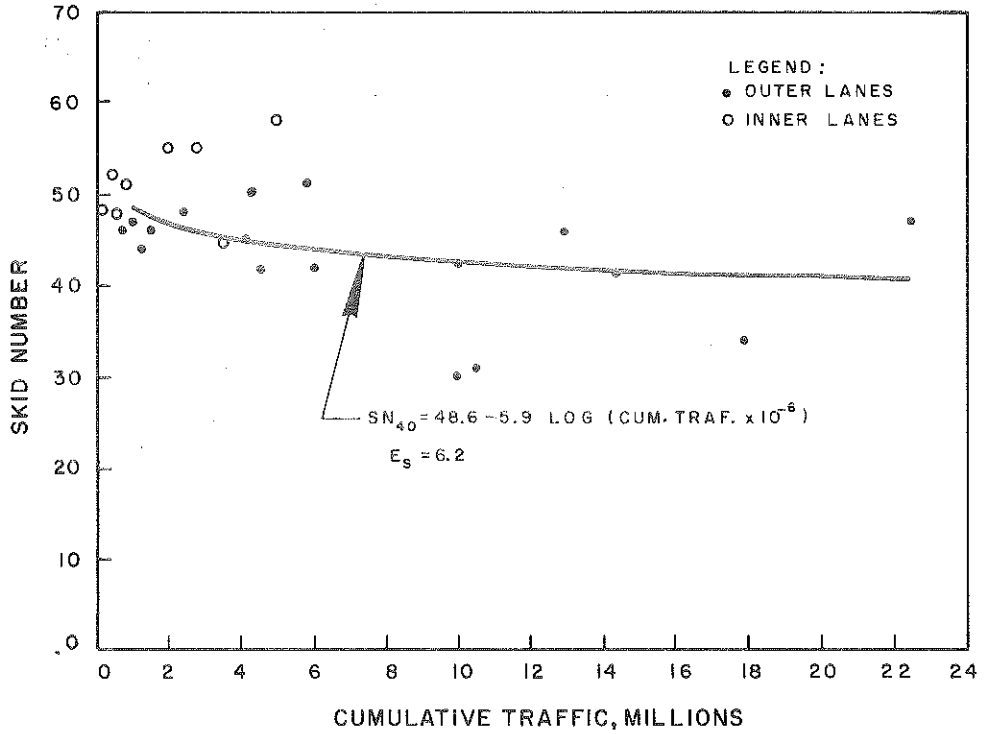



Figure B-14. Effect of Traffic on Skid Resistance of Portland Cement Concrete Surfaces on US and KY Routes; Tested during 1975.

# APPENDIX C

## SKID TEST DATA

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9024 | MC CRACKEN | 1- 73 | 0.0- 1.0 | 1.0 | INTER | 10/74 | 75 | 4570 | OUTER | 10/77 | 12 | 36 | 1.3 | 2.24 | 4110 |
| | | | | | | | | | INNER | 10/77 | 12 | 48 | 1.3 | 0.24 | 440 |
| I 9024 | MC CRACKEN | 1- 73 | 1.3- 4.3 | 3.0 | INTER | 10/74 | 75 | 4710 | OUTER | 10/77 | 19 | 36 | 2.6 | 2.31 | 4240 |
| | | | | | | | 77 | 9330 | OUTER | 8/79 | 9 | 29 | 3.8 | 5.39 | 6100 |
| | | | | | | | 75 | 4710 | INNER | 10/77 | 10 | 47 | 0.4 | 0.26 | 470 |
| | | | | | | | 77 | 9330 | INNER | 8/79 | 5 | 42 | 1.3 | 0.93 | 1100 |
| I 9064 | JEFFERSON | 5- 56 | 4.5- 4.9 | 0.4 | INTER | 10/65 | 77 | 42560 | OUTER | 7/79 | 3 | 33 | 0.2 | 12.85 | 5100 |
| | | | | | | | | | MIDDLE | 7/79 | 2 | 32 | 0.0 | 13.86 | 5500 |
| | | | | | | | | | INNER | 7/79 | 2 | 34 | 0.0 | 20.77 | 8300 |
| I 9064 | CLARK | 7- 25 | 89.3-101.7 | 12.2 | INTER | 10/73 | 75 | 13370 | OUTER | 9/77 | 95 | 39 | 2.1 | 7.60 | 10600 |
| | | | | | | | 77 | 13660 | OUTER | 9/79 | 97 | 44 | 2.0 | 11.49 | 10600 |
| I 9064 | CLARK -MONTGOMERY | 7- 25 7- 87 | 101.7-112.4 | 10.7 | INTER | 10/73 | 75 | 7550 | OUTER | 9/77 | 80 | 45 | 2.2 | 4.63 | 6450 |
| | | | | | | | 77 | 9460 | OUTER | 9/79 | 83 | 48 | 2.8 | 7.68 | 7100 |
| I 9064 | ROWAN -CARTER | 9-103 9- 22 | 145.9-154.2 | 8.3 | INTER | 10/69 | 75 | 5350 | OUTER | 8/74 | 27 | 42 | 3.0 | 3.75 | 4260 |
| | | | | | | | | | OUTER | 9/77 | 61 | 42 | 2.3 | 6.46 | 4460 |
| | | | | | | | 77 | 6180 | OUTER | 9/79 | 68 | 44 | 2.7 | 8.52 | 4700 |
| | | | | | | | 75 | 5350 | INNER | 8/74 | 27 | 53 | 2.8 | 0.44 | 500 |
| I 9064 | CARTER | 9- 22 | 154.2-161.5 | 7.3 | INTER | 10/69 | 75 | 5000 | OUTER | 8/74 | 23 | 45 | 2.7 | 3.39 | 3860 |
| | | | | | | | | | OUTER | 9/77 | 56 | 40 | 2.9 | 5.94 | 4100 |
| | | | | | | | 77 | 6520 | OUTER | 9/79 | 58 | 42 | 3.0 | 8.18 | 4500 |
| | | | | | | | 75 | 5000 | INNER | 8/74 | 23 | 55 | 2.3 | 0.39 | 440 |
| I 9064 | CARTER | 9- 22 | 161.5-168.5 | 7.0 | INTER | 9/68 | 75 | 5000 | OUTER | 8/74 | 23 | 37 | 3.4 | 4.83 | 4480 |
| | | | | | | | | | OUTER | 9/77 | 57 | 36 | 2.2 | 7.38 | 4480 |
| | | | | | | | 77 | 7540 | OUTER | 9/79 | 57 | 40 | 2.1 | 10.00 | 5000 |
| | | | | | | | 75 | 5000 | INNER | 8/74 | 18 | 51 | 2.5 | 0.58 | 530 |
| I 9064 | CARTER | 9- 22 | 168.5-171.9 | 3.4 | INTER | 10/69 | 75 | 6390 | OUTER | 8/74 | 10 | 38 | 3.2 | 3.79 | 4310 |
| | | | | | | | | | OUTER | 9/77 | 24 | 39 | 2.4 | 6.97 | 4810 |
| | | | | | | | 77 | 8200 | OUTER | 9/79 | 27 | 43 | 2.3 | 9.68 | 5300 |
| | | | | | | | 75 | 6390 | INNER | 8/74 | 11 | 53 | 2.7 | 0.44 | 500 |
| I 9064 | CARTER | 9- 22 | 171.9-181.4 | 9.5 | INTER | 9/73 | 75 | 6820 | OUTER | 8/74 | 36 | 38 | 3.4 | 1.54 | 9280 |
| | | | | | | | | | OUTER | 9/77 | 72 | 37 | 2.3 | 4.90 | 6680 |
| | | | | | | | 77 | 9290 | OUTER | 9/79 | 75 | 41 | 2.4 | 7.95 | 7200 |
| | | | | | | | 75 | 6820 | INNER | 8/74 | 34 | 48 | 3.4 | 0.20 | 1210 |
| I 9064 | BOYD | 9- 10 | 181.4-185.5 | 4.1 | INTER | 11/64 | 75 | 6380 | OUTER | 8/74 | 16 | 37 | 3.5 | 7.65 | 4310 |
| | | | | | | | | | OUTER | 9/77 | 31 | 39 | 1.5 | 10.82 | 4620 |
| | | | | | | | 77 | 7550 | OUTER | 9/79 | 32 | 38 | 2.1 | 13.30 | 4900 |
| | | | | | | | 75 | 6380 | INNER | 8/74 | 13 | 49 | 3.6 | 0.78 | 440 |
| I 9064 | BOYD | 9- 10 | 185.5-190.4 | 4.9 | INTER | 11/64 | 75 | 7500 | OUTER | 8/74 | 19 | 37 | 3.4 | 7.69 | 4330 |
| | | | | | | | | | OUTER | 9/77 | 36 | 40 | 3.0 | 11.35 | 4840 |
| | | | | | | | 77 | 10000 | OUTER | 9/79 | 39 | 38 | 3.7 | 14.58 | 5400 |
| | | | | | | | 75 | 7500 | INNER | 8/74 | 20 | 52 | 2.8 | 0.93 | 520 |

CLASS I, TYPE A AND TYPE A(MODIFIED), BITUMINOUS SURFACE - INTERSTATE (CONTINUED) PAGE 2

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9064 | BOYD | 9- 10 | 190.4-191.0 | 0.6 | INTER | 11/64 | 77 | 10740 | OUTER | 9/79 | 5 | 53 | 1.2 | 14.83 | 5500 |
| I 9065 | HART | 4- 50 | 61.4- 64.1 | 2.7 | INTER | 11/67 | 75 | 17500 | OUTER | 8/74 | 10 | 34 | 2.4 | 12.63 | 10200 |
| | | | | | | | | | OUTER | 9/77 | 21 | 33 | 1.7 | 19.80 | 11000 |
| | | | | | | | 77 | 17970 | OUTER | 7/79 | 22 | 31 | 2.5 | 24.13 | 11300 |
| | | | | | | | 75 | 17500 | INNER | 8/74 | 11 | 41 | 2.4 | 4.65 | 3750 |
| I 9065 | HART | 4- 50 | 64.1- 70.4 | 6.3 | INTER | 10/65 | 75 | 17760 | OUTER | 8/74 | 14 | 34 | 1.9 | 16.85 | 10410 |
| | | | | | | | | | OUTER | 9/77 | 48 | 31 | 1.3 | 24.10 | 11050 |
| | | | | | | | 77 | 17070 | OUTER | 7/79 | 47 | 32 | 2.2 | 28.18 | 11200 |
| I 9065 | HART | 4- 50 | 70.4- 76.0 | 5.6 | INTER | 9/65 | 75 | 18000 | OUTER | 9/77 | 42 | 32 | 1.4 | 23.41 | 10660 |
| | -LARUE | 4- 62 | | | | | 77 | 16970 | OUTER | 7/79 | 44 | 32 | 2.4 | 27.45 | 10900 |
| I 9075 | ROCKCASTLE | 8-102 | 50.8- 59.0 | 8.2 | INTER | 10/69 | 75 | 17260 | OUTER | 8/74 | 31 | 34 | 3.6 | 9.08 | 10260 |
| | | | | | | | | | INNER | 8/74 | 32 | 42 | 3.6 | 3.78 | 4270 |
| I 9075 | ROCKCASTLE | 8-102 | 59.0- 61.8 | 2.8 | INTER | 1/68 | 75 | 17260 | OUTER | 8/74 | 12 | 36 | 2.8 | 12.75 | 10590 |
| | | | | | | | | | INNER | 8/74 | 13 | 45 | 2.1 | 5.29 | 4390 |
| I 9075 | ROCKCASTLE | 8-102 | 61.8- 65.2 | 3.4 | INTER | 7/68 | 75 | 17760 | OUTER | 9/74 | 14 | 33 | 3.0 | 10.43 | 9240 |
| | | | | | | | | | INNER | 9/74 | 12 | 45 | 3.3 | 4.87 | 4320 |
| I 9075 | ROCKCASTLE | 8-102 | 50.8- 60.6 | 9.8 | INTER | 8/78 | 77 | 21130 | OUTER | 8/79 | 78 | 42 | 6.0 | 2.66 | 14600 |
| I 9075 | ROCKCASTLE | 8-102 | 61.0- 65.2 | 4.2 | INTER | 8/78 | 77 | 22590 | OUTER | 8/79 | 36 | 42 | 2.7 | 2.79 | 15300 |
| I 9075 | MADISON | 7- 76 | 87.2- 89.9 | 2.7 | INTER | 7/72 | 75 | 23400 | OUTER | 9/77 | 22 | 34 | 1.5 | 14.77 | 15610 |
| | | | | | | | 77 | 29820 | OUTER | 8/79 | 23 | 36 | 1.4 | 21.52 | 16600 |
| I 9075 | MADISON | 7- 76 | 89.9- 97.5 | 7.6 | INTER | 7/72 | 75 | 22420 | OUTER | 9/77 | 62 | 34 | 2.0 | 15.03 | 15900 |
| | | | | | | | 77 | 23390 | OUTER | 8/79 | 62 | 38 | 1.9 | 20.57 | 15900 |
| I 9075 | FAYETTE | 7- 34 | 97.5-100.4 | 2.9 | INTER | 7/72 | 75 | 22420 | OUTER | 9/77 | 20 | 40 | 2.8 | 15.04 | 15900 |
| | | | | | | | 77 | 28930 | OUTER | 8/79 | 21 | 43 | 3.2 | 21.68 | 16800 |
| I 9264 | JEFFERSON | 5- 56 | 8.1- 19.7 | 11.6 | INTER | 9/69 | 75 | 87180 | OUTER | 10/74 | 43 | 36 | 4.5 | 29.79 | 32220 |
| | | | | | | | | | INNER | 10/74 | 42 | 41 | 3.6 | 21.31 | 23050 |
| I 9264 | JEFFERSON | 5- 56 | 8.2- 12.2 | 4.0 | INTER | 9/69 | 75 | 76000 | OUTER | 8/77 | 30 | 34 | 2.7 | 64.12 | 44590 |
| | | | | | | | | | INNER | 8/77 | 32 | 38 | 2.3 | 30.55 | 21250 |
| I 9264 | JEFFERSON | 5- 56 | 12.2- 15.8 | 3.6 | INTER | 9/69 | 75 | 88000 | OUTER | 8/77 | 28 | 33 | 4.2 | 66.32 | 46120 |
| | | | | | | | | | INNER | 8/77 | 26 | 35 | 2.9 | 29.64 | 20610 |
| I 9264 | JEFFERSON | 5- 56 | 15.8- 19.7 | 3.9 | INTER | 9/69 | 75 | 77000 | OUTER | 8/77 | 35 | 36 | 3.8 | 64.27 | 44700 |
| | | | | | | | | | INNER | 8/77 | 34 | 37 | 2.8 | 30.51 | 21220 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PK9000 | WOLFE | 10-119 | 42.7- 49.1 | 6.4 | FAP-PKY | 11/63 | 75 | 2190 | OUTER | 7/74 | 22 | 44 | 3.6 | 2.89 | 1480 |
| PK9000 | WOLFE | 10-119 | 49.1- 55.2 | 6.1 | FAP-PKY | 10/63 | 75 | 2190 | OUTER | 7/74 | 23 | 49 | 2.7 | 2.77 | 1410 |
| PK9000 | WOLFE | 10-119 | 55.2- 59.3 | 4.1 | FAP-PKY | 11/63 | 75 | 2190 | OUTER | 7/74 | 16 | 47 | 2.9 | 2.90 | 1490 |
| | -MORGAN | 10- 88 | | | | | | | | | | | | | |
| PK9000 | MORGAN | 10- 88 | 59.3- 62.8 | 3.5 | FAP-PKY | 10/63 | 75 | 2230 | OUTER | 7/74 | 14 | 47 | 2.4 | 2.71 | 1380 |
| PK9000 | MAGOFFIN | 10- 77 | 62.8- 67.2 | 4.4 | FAP-PKY | 10/63 | 75 | 2230 | OUTER | 7/74 | 18 | 43 | 4.4 | 2.85 | 1450 |
| PK9000 | MAGOFFIN | 10- 77 | 67.2- 71.5 | 4.3 | FAP-PKY | 11/63 | 75 | 2230 | OUTER | 7/74 | 18 | 42 | 4.5 | 2.84 | 1460 |
| PK9000 | MAGOFFIN | 10- 77 | 71.5- 75.6 | 4.1 | FAP-PKY | 11/63 | 75 | 2230 | OUTER | 7/74 | 13 | 43 | 4.1 | 2.36 | 1210 |
| PK9000 | WOLFE | 10-119 | 43.1- 46.2 | 3.1 | FAP-PKY | 7/75 | 75 | 2190 | OUTER | 7/77 | 12 | 42 | 3.1 | 0.79 | 2190 |
| | | | | | | | 77 | 3260 | OUTER | 9/79 | 13 | 47 | 2.9 | 2.18 | 2900 |
| PK9000 | WOLFE | 10-119 | 46.2- 53.3 | 7.1 | FAP-PKY | 7/75 | 75 | 2190 | OUTER | 7/77 | 28 | 42 | 3.3 | 0.79 | 2190 |
| | | | | | | | 77 | 2280 | OUTER | 9/79 | 27 | 45 | 3.6 | 1.70 | 2300 |
| PK9000 | WOLFE | 10-119 | 53.3- 57.2 | 3.9 | FAP-PKY | 7/75 | 75 | 2190 | OUTER | 7/77 | 15 | 41 | 2.0 | 0.79 | 2190 |
| | -MORGAN | 10- 88 | | | | | 77 | 2240 | OUTER | 9/79 | 17 | 48 | 4.5 | 1.69 | 2200 |
| PK9000 | MAGOFFIN | 10- 77 | 57.2- 60.4 | 3.2 | FAP-PKY | 7/75 | 75 | 2230 | OUTER | 7/77 | 11 | 44 | 2.6 | 0.80 | 2230 |
| PK9000 | WOLFE | 10-119 | 57.2- 60.4 | 3.2 | FAP-PKY | 7/75 | 77 | 2330 | OUTER | 9/79 | 12 | 49 | 2.1 | 1.74 | 2300 |
| | -MORGAN | 10- 88 | | | | | | | | | | | | | |
| PK9000 | MAGOFFIN | 10- 77 | 60.4- 71.8 | 11.4 | FAP-PKY | 7/75 | 75 | 2230 | OUTER | 7/77 | 45 | 41 | 3.5 | 0.80 | 2230 |
| PK9000 | MORGAN | 10- 88 | 60.4- 71.7 | 11.3 | FAP-PKY | 7/75 | 77 | 2370 | OUTER | 9/79 | 11 | 46 | 4.1 | 1.76 | 2300 |
| | -MAGOFFIN | 10- 77 | | | | | | | | | | | | | |
| PK9000 | MAGOFFIN | 10- 77 | 71.8- 74.8 | 3.0 | FAP-PKY | 7/75 | 75 | 2230 | OUTER | 7/77 | 11 | 35 | 4.6 | 0.80 | 2230 |
| PK9001 | LYON | 1- 72 | 3.7- 10.3 | 6.6 | FAP-PKY | 11/68 | 75 | 2140 | OUTER | 7/74 | 14 | 50 | 3.1 | 1.76 | 1690 |
| | -CALDWELL | 2- 17 | | | | | | | OUTER | 6/77 | 26 | 46 | 2.3 | 2.82 | 1800 |
| | | | | | | | 77 | 2620 | OUTER | 7/79 | 29 | 46 | 4.5 | 3.80 | 1900 |
| | | | | | | | 75 | 2140 | INNER | 7/74 | 14 | 60 | 2.3 | 0.17 | 160 |
| PK9001 | CALDWELL | 2- 17 | 10.3- 14.9 | 4.6 | FAP-PKY | 9/63 | 75 | 3040 | OUTER | 7/74 | 12 | 50 | 2.3 | 6.09 | 3070 |
| | | | | | | | | | OUTER | 6/77 | 18 | 45 | 1.6 | 7.58 | 3020 |
| | | | | | | | 77 | 2770 | OUTER | 7/79 | 18 | 42 | 3.3 | 8.55 | 3000 |
| | | | | | | | 75 | 3040 | INNER | 7/74 | 13 | 58 | 1.8 | 0.67 | 340 |
| PK9001 | CALDWELL | 2- 17 | 14.9- 21.2 | 6.3 | FAP-PKY | 11/63 | 75 | 3040 | OUTER | 7/74 | 20 | 49 | 2.2 | 5.20 | 2660 |
| | | | | | | | | | OUTER | 6/77 | 25 | 44 | 1.7 | 6.69 | 2700 |
| | | | | | | | 77 | 3480 | OUTER | 8/79 | 25 | 42 | 3.6 | 7.97 | 2800 |
| | | | | | | | 75 | 3040 | INNER | 7/74 | 19 | 62 | 4.5 | 0.57 | 290 |
| PK9001 | CALDWELL | 2- 17 | 21.2- 25.7 | 4.5 | FAP-PKY | 11/63 | 75 | 3040 | OUTER | 7/74 | 9 | 47 | 2.3 | 4.20 | 2150 |
| | -HOPKINS | 2- 54 | | | | | | | OUTER | 6/77 | 18 | 44 | 3.1 | 5.69 | 2290 |
| | | | | | | | 77 | 3480 | OUTER | 8/79 | 18 | 41 | 3.3 | 6.97 | 2400 |
| | | | | | | | 75 | 3040 | INNER | 7/74 | 7 | 60 | 3.7 | 0.57 | 290 |

CLASS I, TYPE A AND TYPE A (MODIFIED), BITUMINOUS SURFACE - TOLL ROADS (CONTINUED) PAGE 4

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PK9001 | GRAYSON -HARDIN | 4- 43 4- 47 | 117.2-123.5 | 6.3 | FAP-PKY | 8/63 | 75 | 3590 | OUTER | 9/74 | 21 | 38 | 2.4 | 6.30 | 3110 |
| | | | | | | | | | OUTER | 6/77 | 25 | 38 | 1.8 | 7.95 | 3150 |
| | | | | | | | 77 | 3640 | OUTER | 7/79 | 25 | 43 | 4.8 | 9.22 | 3200 |
| | | | | | | | 75 | 3590 | INNER | 9/74 | 20 | 57 | 2.8 | 0.68 | 340 |
| PK9001 | HARDIN | 4- 47 | 123.5-131.0 | 7.5 | FAP-PKY | 10/63 | 75 | 3590 | OUTER | 9/74 | 31 | 42 | 2.1 | 6.23 | 3120 |
| | | | | | | | | | OUTER | 6/77 | 31 | 40 | 2.5 | 7.88 | 3160 |
| | | | | | | | 77 | 5220 | OUTER | 7/79 | 29 | 41 | 2.5 | 9.76 | 3400 |
| | | | | | | | 75 | 3590 | INNER | 9/74 | 29 | 59 | 2.0 | 0.68 | 340 |
| PK9001 | HARDIN | 4- 47 | 131.0-136.8 | 5.8 | FAP-PKY | 8/63 | 75 | 3590 | OUTER | 9/74 | 19 | 40 | 1.8 | 6.30 | 3110 |
| | | | | | | | | | OUTER | 6/77 | 21 | 39 | 2.9 | 7.95 | 3150 |
| | | | | | | | 77 | 8780 | OUTER | 7/79 | 24 | 42 | 2.3 | 11.09 | 3800 |
| | | | | | | | 75 | 3590 | INNER | 9/74 | 18 | 57 | 1.9 | 0.68 | 340 |
| PK9002 | HARDIN -NELSON | 4- 47 4- 90 | 0.0- 15.8 | 15.8 | FAP-PKY | 10/65 | 75 | 3350 | OUTER | 10/74 | 60 | 58 | 2.9 | 5.29 | 3230 |
| | | | | | | | | | OUTER | 6/77 | 58 | 53 | 2.3 | 6.82 | 3200 |
| | | | | | | | 77 | 3390 | OUTER | 7/79 | 63 | 52 | 2.9 | 7.98 | 3200 |
| | | | | | | | 75 | 3350 | INNER | 10/74 | 60 | 70 | 2.8 | 0.58 | 350 |
| PK9002 | NELSON | 4- 90 | 15.8- 23.8 | 8.0 | FAP-PKY | 10/65 | 75 | 3350 | OUTER | 10/74 | 29 | 63 | 2.6 | 5.29 | 3230 |
| | | | | | | | | | OUTER | 6/77 | 32 | 58 | 2.6 | 6.82 | 3200 |
| | | | | | | | 77 | 3330 | OUTER | 7/79 | 30 | 56 | 1.8 | 7.95 | 3200 |
| | | | | | | | 75 | 3350 | INNER | 10/74 | 29 | 73 | 2.7 | 0.58 | 350 |
| PK9002 | ANDERSON -WOODFORD | 7- 3 7-120 | 59.6- 71.1 | 11.5 | FAP-PKY | 10/65 | 75 | 4580 | OUTER | 10/74 | 45 | 48 | 3.7 | 3.79 | 2310 |
| | | | | | | | | | OUTER | 6/77 | 43 | 47 | 1.9 | 5.85 | 2740 |
| | | | | | | | 77 | 5390 | OUTER | 7/79 | 47 | 47 | 2.0 | 7.68 | 3100 |
| | | | | | | | 75 | 4580 | INNER | 10/74 | 45 | 62 | 2.9 | 0.43 | 260 |
| PK9003 | FULTON | 1- 38 | 0.0- 2.0 | 2.0 | FAP-PKY | 11/68 | 75 | 1530 | OUTER | 7/74 | 9 | 48 | 3.1 | 1.26 | 1210 |
| | | | | | | | | | OUTER | 10/77 | 7 | 47 | 2.9 | 1.97 | 1210 |
| | | | | | | | 77 | 3390 | OUTER | 7/79 | 8 | 47 | 3.2 | 3.27 | 1700 |
| | | | | | | | 75 | 1530 | INNER | 7/74 | 8 | 53 | 3.1 | 0.07 | 60 |
| PK9003 | FULTON -HICKMAN | 1- 38 1- 53 | 2.0- 8.4 | 6.4 | FAP-PKY | 11/68 | 75 | 1240 | OUTER | 7/74 | 23 | 49 | 2.9 | 1.22 | 1160 |
| | | | | | | | | | OUTER | 10/77 | 26 | 52 | 1.6 | 1.89 | 1160 |
| | | | | | | | 77 | 1800 | OUTER | 7/79 | 25 | 52 | 1.6 | 2.53 | 1300 |
| | | | | | | | 75 | 1240 | INNER | 7/74 | 22 | 52 | 1.9 | 0.06 | 60 |
| PK9003 | GRAVES | 1- 42 | 8.4- 13.3 | 4.9 | FAP-PKY | 11/68 | 75 | 1210 | OUTER | 7/74 | 17 | 47 | 2.3 | 1.17 | 1110 |
| | | | | | | | | | OUTER | 10/77 | 20 | 48 | 1.7 | 1.80 | 1110 |
| | | | | | | | 77 | 1580 | OUTER | 7/79 | 19 | 45 | 2.3 | 2.37 | 1200 |
| | | | | | | | 75 | 1210 | INNER | 7/74 | 16 | 47 | 2.5 | 0.06 | 60 |
| PK9003 | GRAVES | 1- 42 | 13.3- 21.9 | 8.6 | FAP-PKY | 11/68 | 75 | 1210 | OUTER | 7/74 | 21 | 46 | 2.1 | 1.17 | 1110 |
| | | | | | | | | | OUTER | 10/77 | 33 | 48 | 3.3 | 1.80 | 1110 |
| | | | | | | | 77 | 1580 | OUTER | 7/79 | 31 | 46 | 2.6 | 2.37 | 1200 |
| | | | | | | | 75 | 1210 | INNER | 7/74 | 19 | 48 | 1.8 | 0.06 | 60 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PK9003 | GRAVES -MARSHALL | 1- 42<br>1- 79 | 24.7- 39.9 | 15.2 | FAP-PKY | 11/68 | 75 | 1250 | OUTER | 7/74 | 50 | 46 | 2.9 | 1.24 | 1190 |
| | | | | | | | | | OUTER | 10/77 | 59 | 44 | 1.7 | 1.94 | 1190 |
| | | | | | | | 77 | 1670 | OUTER | 7/79 | 59 | 42 | 1.8 | 2.52 | 1300 |
| | | | | | | | 75 | 1250 | INNER | 7/74 | 49 | 61 | 3.0 | 0.07 | 60 |
| PK9003 | MARSHALL | 1- 79 | 39.9- 52.3 | 12.4 | FAP-PKY | 11/68 | 75 | 1250 | OUTER | 7/74 | 41 | 46 | 3.0 | 1.24 | 1190 |
| | | | | | | | | | OUTER | 10/77 | 50 | 42 | 3.0 | 1.94 | 1190 |
| | | | | | | | 77 | 1610 | OUTER | 7/79 | 50 | 39 | 3.5 | 2.49 | 1300 |
| | | | | | | | 75 | 1250 | INNER | 7/74 | 41 | 61 | 2.2 | 0.07 | 60 |
| PK9006 | LAUREL -CLAY | 11- 63<br>11- 26 | 8.8- 15.0 | 6.2 | FAP-PKY | 10/71 | 75 | 2540 | OUTER | 7/74 | 24 | 42 | 2.7 | 1.03 | 2030 |
| | | | | | | | | | OUTER | 6/77 | 22 | 39 | 2.9 | 2.37 | 2290 |
| | | | | | | | 77 | 3140 | OUTER | 8/79 | 26 | 44 | 4.4 | 3.66 | 2600 |
| PK9006 | CLAY | 11- 26 | 15.0- 20.5 | 5.5 | FAP-PKY | 10/71 | 75 | 2540 | OUTER | 7/74 | 23 | 43 | 3.4 | 1.03 | 2030 |
| | | | | | | | | | OUTER | 6/77 | 20 | 36 | 3.8 | 2.37 | 2290 |
| | | | | | | | 77 | 3140 | OUTER | 8/79 | 21 | 40 | 7.0 | 3.66 | 2600 |
| PK9006 | CLAY -LESLIE | 11- 26<br>11- 66 | 35.3- 45.7 | 10.4 | FAP-PKY | 10/74 | 75 | 1220 | OUTER | 6/77 | 41 | 47 | 3.2 | 0.59 | 1210 |
| | | | | | | | 77 | 2300 | OUTER | 8/79 | 42 | 42 | 3.9 | 1.59 | 1800 |
| PK9006 | LESLIE -PERRY | 11- 66<br>10- 97 | 45.7- 59.1 | 13.4 | FAP-PKY | 10/74 | 75 | 1220 | OUTER | 6/77 | 53 | 45 | 3.0 | 0.59 | 1210 |
| | | | | | | | 77 | 2520 | OUTER | 8/79 | 53 | 42 | 4.1 | 1.69 | 1900 |
| PK9007 | WARREN | 3-114 | 0.0- 7.1 | 7.1 | FAP-PKY | 8/73 | 75 | 2430 | OUTER | 8/74 | 28 | 44 | 2.9 | 1.00 | 5310 |
| | | | | | | | | | OUTER | 6/77 | 28 | 40 | 2.3 | 2.18 | 3100 |
| | | | | | | | 77 | 4220 | OUTER | 6/79 | 28 | 41 | 3.3 | 3.72 | 3500 |
| | | | | | | | 75 | 2430 | INNER | 8/74 | 27 | 49 | 2.6 | 0.13 | 670 |
| PK9007 | WARREN | 3-114 | 7.1- 17.8 | 10.7 | FAP-PKY | 8/73 | 75 | 2430 | OUTER | 8/74 | 40 | 43 | 3.1 | 1.00 | 5310 |
| | | | | | | | | | OUTER | 6/77 | 43 | 41 | 2.0 | 2.18 | 3100 |
| | | | | | | | 77 | 2960 | OUTER | 6/79 | 42 | 40 | 3.4 | 3.22 | 3000 |
| | | | | | | | 75 | 2430 | INNER | 8/74 | 41 | 49 | 2.9 | 0.13 | 670 |
| PK9007 | BUTLER | 3- 16 | 17.8- 25.0 | 7.2 | FAP-PKY | 8/73 | 75 | 2430 | OUTER | 8/74 | 29 | 46 | 2.0 | 0.31 | 1660 |
| | | | | | | | | | OUTER | 6/77 | 28 | 44 | 0.9 | 1.49 | 2110 |
| | | | | | | | 77 | 2960 | OUTER | 6/79 | 28 | 44 | 2.8 | 2.53 | 2400 |
| | | | | | | | 75 | 2430 | INNER | 8/74 | 27 | 49 | 3.8 | 0.01 | 30 |
| PK9007 | BUTLER | 3- 16 | 25.0- 32.6 | 7.6 | FAP-PKY | 8/73 | 75 | 2250 | OUTER | 8/74 | 29 | 45 | 2.0 | 0.32 | 1710 |
| | | | | | | | | | OUTER | 6/77 | 29 | 42 | 1.6 | 1.41 | 2010 |
| | | | | | | | 77 | 2780 | OUTER | 6/79 | 31 | 42 | 3.5 | 2.41 | 2300 |
| | | | | | | | 75 | 2250 | INNER | 8/74 | 27 | 50 | 2.0 | 0.01 | 70 |
| PK9008 | BARREN | 3- 5 | 0.0- 8.2 | 8.2 | FAP-PKY | 2/73 | 75 | 1950 | OUTER | 8/74 | 29 | 49 | 4.0 | 0.30 | 1070 |
| | | | | | | | | | OUTER | 9/77 | 32 | 50 | 2.1 | 1.34 | 1590 |
| | | | | | | | 77 | 2350 | OUTER | 6/79 | 32 | 50 | 3.5 | 2.09 | 1800 |
| | | | | | | | 75 | 1950 | INNER | 8/74 | 26 | 57 | 3.4 | 0.02 | 60 |

CLASS I, TYPE A AND TYPE A (MODIFIED), BITUMINOUS SURFACE - TOLL ROADS (CONTINUED) PAGE 6

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PK9008 | BARREN | 3- 5 | 8.2- 16.0 | 7.8 | FAP-PKY | 2/73 | 75 | 1950 | OUTER | 8/74 | 27 | 54 | 2.7 | 0.30 | 1070 |
| | | | | | | | | | OUTER | 9/77 | 32 | 48 | 2.3 | 1.34 | 1590 |
| | | | | | | | 77 | 2460 | OUTER | 6/79 | 32 | 48 | 3.6 | 2.13 | 1800 |
| | | | | | | | 75 | 1950 | INNER | 8/74 | 24 | 54 | 2.3 | 0.02 | 60 |
| PK9008 | BARREN -METCALF | 3- 5 3- 85 | 16.0- 24.1 | 8.1 | FAP-PKY | 2/73 | 75 | 1140 | OUTER | 8/74 | 29 | 54 | 1.8 | 0.14 | 510 |
| | | | | | | | | | OUTER | 9/77 | 33 | 50 | 1.1 | 0.76 | 900 |
| | | | | | | | 77 | 1420 | OUTER | 6/79 | 32 | 50 | 2.0 | 1.23 | 1100 |
| | | | | | | | 75 | 1140 | INNER | 8/74 | 27 | 60 | 2.5 | 0.01 | 40 |
| PK9008 | METCALF | 3- 85 | 24.1- 33.9 | 9.8 | FAP-PKY | 2/73 | 75 | 1140 | OUTER | 8/74 | 31 | 50 | 3.2 | 0.14 | 510 |
| | | | | | | | | | OUTER | 9/77 | 39 | 46 | 2.4 | 0.76 | 900 |
| | | | | | | | 77 | 1420 | OUTER | 6/79 | 40 | 46 | 2.8 | 1.23 | 1100 |
| | | | | | | | 75 | 1140 | INNER | 8/74 | 30 | 61 | 2.6 | 0.01 | 40 |
| PK9008 | METCALF -ADAIR | 3- 85 8- 1 | 33.9- 43.9 | 10.0 | FAP-PKY | 9/73 | 75 | 1140 | OUTER | 8/74 | 39 | 53 | 2.0 | 0.07 | 400 |
| | | | | | | | | | OUTER | 9/77 | 40 | 58 | 1.9 | 0.69 | 930 |
| | | | | | | | 77 | 1420 | OUTER | 6/79 | 39 | 62 | 2.4 | 1.16 | 1100 |
| | | | | | | | 75 | 1140 | INNER | 8/74 | 36 | 58 | 2.6 | 0.00 | 10 |
| PK9008 | ADAIR | 8- 1 | 43.9- 53.1 | 9.2 | FAP-PKY | 9/73 | 75 | 1150 | OUTER | 8/74 | 35 | 52 | 2.8 | 0.06 | 370 |
| | | | | | | | | | OUTER | 7/77 | 33 | 56 | 2.7 | 0.65 | 930 |
| | | | | | | | 77 | 1440 | OUTER | 6/79 | 36 | 61 | 1.6 | 1.16 | 1100 |
| | | | | | | | 75 | 1150 | INNER | 8/74 | 39 | 56 | 2.6 | 0.00 | 10 |
| PK9008 | ADAIR -RUSSELL | 8- 1 8-104 | 53.1- 62.6 | 9.5 | FAP-PKY | 9/73 | 75 | 1150 | OUTER | 8/74 | 33 | 46 | 1.6 | 0.18 | 1080 |
| | | | | | | | | | OUTER | 7/77 | 36 | 45 | 1.8 | 0.77 | 1100 |
| | | | | | | | 77 | 1450 | OUTER | 6/79 | 37 | 50 | 2.6 | 1.29 | 1200 |
| | | | | | | | 75 | 1150 | INNER | 8/74 | 33 | 56 | 2.2 | 0.01 | 60 |
| PK9008 | RUSSELL | 8-104 | 62.6- 71.3 | 8.7 | FAP-PKY | 1/74 | 75 | 1150 | OUTER | 8/74 | 33 | 48 | 3.9 | 0.12 | 1130 |
| | | | | | | | | | OUTER | 7/77 | 34 | 45 | 1.9 | 0.71 | 1110 |
| | | | | | | | 77 | 1450 | OUTER | 6/79 | 32 | 51 | 2.5 | 1.23 | 1200 |
| | | | | | | | 75 | 1150 | INNER | 8/74 | 34 | 53 | 3.7 | 0.00 | 10 |
| PK9008 | RUSSELL -PULASKI | 8-104 8-100 | 71.3- 76.5 | 5.2 | FAP-PKY | 1/74 | 75 | 1150 | OUTER | 8/74 | 20 | 47 | 1.8 | 0.12 | 1130 |
| | | | | | | | | | OUTER | 7/77 | 22 | 44 | 1.4 | 0.71 | 1110 |
| | | | | | | | 77 | 1450 | OUTER | 6/79 | 19 | 49 | 3.3 | 1.23 | 1200 |
| | | | | | | | 75 | 1150 | INNER | 8/74 | 18 | 52 | 2.3 | 0.00 | 10 |
| PK9008 | PULASKI | 8-100 | 76.5- 84.4 | 7.9 | FAP-PKY | 1/74 | 75 | 1150 | OUTER | 8/74 | 29 | 46 | 2.6 | 0.12 | 1130 |
| | | | | | | | | | OUTER | 7/77 | 31 | 45 | 2.0 | 0.71 | 1110 |
| | | | | | | | 77 | 1450 | OUTER | 6/79 | 33 | 47 | 3.0 | 1.23 | 1200 |
| | | | | | | | 75 | 1150 | INNER | 8/74 | 32 | 52 | 2.1 | 0.00 | 10 |
| PK9008 | PULASKI | 8-100 | 84.4- 88.6 | 4.2 | FAP-PKY | 1/74 | 75 | 1150 | OUTER | 8/74 | 12 | 47 | 2.8 | 0.12 | 1130 |
| | | | | | | | | | OUTER | 7/77 | 19 | 40 | 5.6 | 0.71 | 1110 |
| | | | | | | | 77 | 3290 | OUTER | 6/79 | 23 | 41 | 7.3 | 1.98 | 2000 |
| | | | | | | | 75 | 1150 | INNER | 8/74 | 12 | 54 | 2.5 | 0.00 | 10 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KY 1 | GREENUP | 9- 45 | 0.0- 9.3 | 9.3 | FAS-SP | 7/72 | 75 | 980 | OUTER | 9/75 | 37 | 46 | 2.2 | 0.57 | 970 |
| KY 1 | GREENUP | 9- 45 | 9.3- 17.3 | 8.0 | FAS-SP | 1/65 | 75 | 1325 | OUTER | 9/75 | 31 | 48 | 6.0 | 2.51 | 1280 |
| KY 7 | CARTER | 9- 22 | 0.0- 5.2 | 5.2 | FAP-SP | 10/71 | 75 | 2023 | OUTER | 10/75 | 20 | 31 | 7.6 | 1.00 | 1380 |
| KY 7 | CARTER | 9- 22 | 5.2- 10.1 | 4.9 | FAP-SP | 6/71 | 75 | 2990 | OUTER | 10/75 | 18 | 36 | 4.4 | 1.43 | 1820 |
| KY 7 | ELLIOTT | 9- 32 | 0.0- 7.2 | 7.2 | FAP-SP | 6/65 | 75 | 1730 | OUTER | 10/75 | 28 | 41 | 3.2 | 2.27 | 1210 |
| KY 7 | MORGAN | 10- 88 | 0.5- 11.7 | 11.2 | FAP-SP | 11/69 | 75 | 2136 | OUTER | 10/75 | 39 | 39 | 5.1 | 1.74 | 1620 |
| KY 8 | BRACKEN | 6- 12 | 0.0- 7.7 | 7.7 | FAP-SP | 8/72 | 75 | 1390 | OUTER | 10/75 | 31 | 46 | 4.2 | 0.68 | 1160 |
| KY 8 | BRACKEN | 6- 12 | 7.7- 12.6 | 4.9 | FAP-SP | 6/73 | 75 | 1530 | OUTER | 10/75 | 19 | 48 | 1.7 | 0.65 | 1530 |
| KY 8 | BRACKEN | 6- 12 | 13.9- 19.0 | 5.1 | FAP-SP | 1/63 | 75 | 1040 | OUTER | 10/75 | 17 | 55 | 2.8 | 2.04 | 880 |
| KY 8 | CAMPBELL | 6- 19 | 18.4- 25.9 | 7.5 | FAP-SP | 11/67 | 75 | 2010 | OUTER | 10/75 | 27 | 48 | 2.7 | 2.63 | 1820 |
| KY 8 | PENDLETON | 6- 96 | 0.0- 4.3 | 4.3 | FAP-SP | 12/70 | 75 | 1750 | OUTER | 10/75 | 17 | 42 | 3.7 | 1.21 | 1360 |
| KY 10 | LEWIS | 9- 68 | 9.9- 13.9 | 4.0 | FAP-SP | 12/71 | 75 | 1790 | OUTER | 9/75 | 16 | 44 | 1.1 | 0.87 | 1260 |
| KY 10 | LEWIS | 9- 68 | 20.6- 29.6 | 9.0 | FAP-SP | 11/67 | 75 | 2520 | OUTER | 9/75 | 26 | 37 | 5.2 | 2.91 | 2030 |
| KY 10 | LEWIS | 9- 68 | 29.6- 35.4 | 5.8 | FAP-SP | 9/66 | 75 | 2040 | OUTER | 9/75 | 23 | 42 | 5.0 | 2.78 | 1690 |
| KY 10 | MASON | 9- 81 | 14.4- 22.4 | 8.0 | FAP-SP | 9/72 | 75 | 5268 | OUTER | 9/75 | 30 | 37 | 3.9 | 1.74 | 3140 |
| KY 11 | BATH | 9- 6 | 0.0- 12.8 | 12.8 | FAS-SS | 12/73 | 75 | 1141 | OUTER | 10/75 | 50 | 43 | 4.9 | 0.38 | 1130 |
| KY 11 | FLEMING | 9- 35 | 0.0- 11.0 | 11.0 | FAP-SS | 7/68 | 75 | 1600 | OUTER | 10/75 | 43 | 44 | 4.0 | 2.16 | 1620 |
| KY 11 | FLEMING | 9- 35 | 12.0- 16.8 | 4.8 | FAP-SP | 8/70 | 75 | 4566 | OUTER | 10/75 | 19 | 42 | 4.5 | 4.35 | 4580 |
| KY 11 | LEE | 10- 65 | 0.0- 4.2 | 4.2 | FAP-SP | 4/63 | 75 | 2175 | OUTER | 11/75 | 13 | 37 | 2.3 | 4.01 | 1750 |
| KY 11 | LEE | 10- 65 | 5.1- 15.9 | 10.8 | FAP-SP | 2/70 | 75 | 1423 | OUTER | 11/75 | 41 | 32 | 2.7 | 1.32 | 1260 |
| KY 11 | OWSLEY | 10- 95 | 12.2- 17.9 | 5.7 | FAP-SP | 3/63 | 75 | 1650 | OUTER | 11/75 | 21 | 36 | 3.1 | 3.00 | 1300 |
| KY 15 | BREATHITT | 10- 13 | 0.0- 4.1 | 4.1 | FAP-SP | 2/68 | 75 | 3550 | OUTER | 10/75 | 16 | 37 | 2.2 | 3.00 | 2140 |
| KY 15 | BREATHITT | 10- 13 | 8.0- 14.7 | 6.7 | FAP-SP | 2/68 | 75 | 5440 | OUTER | 10/75 | 27 | 45 | 3.3 | 5.27 | 3770 |
| KY 15 | BREATHITT | 10- 13 | 18.4- 25.0 | 6.6 | FAP-SP | 8/63 | 75 | 3885 | OUTER | 10/75 | 27 | 34 | 4.3 | 5.74 | 2590 |
| KY 15 | PERRY | 10- 97 | 0.0- 6.0 | 6.0 | FAP-SP | 7/72 | 75 | 4446 | OUTER | 10/75 | 24 | 34 | 2.9 | 2.11 | 3550 |
| | | | | | | | | | INNER | 10/75 | 3 | 53 | 1.5 | 0.20 | 330 |

CLASS I, TYPE A AND TYPE A (MODIFIED), BITUMINOUS SURFACE - OTHER (CONTINUED) PAGE 8

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KY 21 | MADISON | 7- 76 | 0.0- 7.9 | 7.9 | FAP-SP | 3/73 | 75 | 960 | OUTER | 11/75 | 32 | 46 | 5.3 | 0.47 | 970 |
| US 23 | FLOYD | 12- 36 | 10.1- 15.7 | 5.6 | FAP-SP | 12/73 | 75 | 9366 | OUTER | 10/75 | 22 | 35 | 3.4 | 2.58 | 7780 |
| | | | | | | | | | INNER | 10/75 | 20 | 49 | 3.7 | 0.53 | 1590 |
| US 23 | FLOYD | 12- 36 | 17.6- 22.5 | 4.9 | FAP-SP | 9/73 | 75 | 10480 | OUTER | 10/75 | 20 | 35 | 3.1 | 3.94 | 10470 |
| US 23 | JOHNSON | 12- 58 | 8.9- 18.4 | 9.5 | FAP-SP | 7/71 | 75 | 6570 | OUTER | 10/75 | 39 | 28 | 3.7 | 4.36 | 5670 |
| US 23 | LAWRENCE | 12- 64 | 0.0- 5.5 | 5.5 | FAP-SP | 7/71 | 75 | 4795 | OUTER | 10/75 | 22 | 32 | 3.5 | 2.29 | 2980 |
| US 23 | LAWRENCE | 12- 64 | 7.6- 16.8 | 9.2 | FAP-SP | 7/71 | 75 | 5640 | OUTER | 10/75 | 37 | 39 | 4.9 | 3.78 | 4920 |
| US 23 | PIKE | 12- 98 | 21.3- 26.3 | 5.0 | SP | 7/74 | 75 | 4780 | OUTER | 10/75 | 20 | 26 | 2.5 | 1.07 | 4780 |
| US 23 | PIKE | 12- 98 | 36.3- 43.7 | 7.4 | FAP-SP | 2/73 | 75 | 9033 | OUTER | 10/75 | 28 | 34 | 3.0 | 3.65 | 7560 |
| | | | | | | | | | INNER | 10/75 | 29 | 47 | 4.0 | 0.71 | 1470 |
| US 25 | BOONE | 6- 8 | 1.5- 10.0 | 8.5 | FAS-SS | 10/72 | 75 | 6975 | OUTER | 10/75 | 32 | 44 | 4.2 | 3.81 | 6910 |
| US 25 | GRANT | 6- 41 | 0.5- 10.7 | 10.2 | FAS-SS | 1/74 | 75 | 1210 | OUTER | 10/75 | 40 | 48 | 3.6 | 0.39 | 1200 |
| US 25 | GRANT | 6- 41 | 15.7- 21.9 | 6.2 | FAS-SS | 5/74 | 75 | 1291 | OUTER | 10/75 | 25 | 50 | 2.6 | 0.34 | 1290 |
| US 25 | KENTON | 6- 59 | 0.0- 4.8 | 4.8 | FAS-SS | 5/74 | 75 | 3090 | OUTER | 10/75 | 21 | 48 | 3.0 | 0.81 | 3070 |
| US 25 | MADISON | 7- 76 | 5.8- 12.0 | 6.2 | FAS-SS | 5/64 | 75 | 4550 | OUTER | 9/75 | 24 | 37 | 2.8 | 11.33 | 5480 |
| US 25 | ROCKCASTLE | 8-102 | 14.5- 20.8 | 6.3 | FAS-SS | 1/75 | 75 | 1130 | OUTER | 9/75 | 24 | 43 | 4.4 | 0.13 | 1090 |
| US 25 | SCOTT | 7-105 | 4.7- 8.9 | 4.2 | FAS-SS | 11/72 | 75 | 1940 | OUTER | 10/75 | 17 | 52 | 4.7 | 1.28 | 2380 |
| US 25E | BELL | 11- 7 | 4.8- 9.5 | 4.7 | FAP-SP | 10/73 | 75 | 11750 | OUTER | 8/75 | 18 | 32 | 2.8 | 3.10 | 9400 |
| | | | | | | | | | INNER | 8/75 | 16 | 40 | 3.6 | 0.77 | 2350 |
| US 25E | KNOX | 11- 61 | 0.0- 5.4 | 5.4 | FAP-SP | 7/68 | 75 | 7565 | OUTER | 8/75 | 21 | 31 | 3.7 | 7.93 | 6150 |
| US 25E | KNOX | 11- 61 | 5.4- 10.2 | 4.8 | FAP-SP | 9/64 | 75 | 9030 | OUTER | 8/75 | 18 | 33 | 4.4 | 13.26 | 6670 |
| US 25W | WHITLEY | 11-118 | 6.4- 10.7 | 4.3 | FAS-SS | 8/72 | 75 | 3850 | OUTER | 8/75 | 18 | 28 | 4.0 | 2.24 | 4130 |
| US 25W | WHITLEY | 11-118 | 16.8- 22.0 | 5.2 | FAS-SS | 9/65 | 75 | 1350 | OUTER | 8/75 | 20 | 37 | 3.9 | 4.93 | 2730 |
| US 25W | WHITLEY | 11-118 | 22.2- 29.4 | 7.2 | FAS-SP | 10/63 | 75 | 2215 | OUTER | 8/75 | 28 | 36 | 2.1 | 7.51 | 3490 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 27 | BOURBON | 7- 9 | 0.0- 6.3 | 6.3 | FAP-SP | 3/63 | 75 | 8050 | OUTER | 10/75 | 25 | 45 | 3.6 | 13.73 | 5960 |
| US 27 | CAMPBELL | 6- 19 | 5.2- 9.8 | 4.6 | FAP-SP | 5/65 | 75 | 8650 | OUTER | 10/75 | 17 | 43 | 2.8 | 10.67 | 5600 |
| US 27 | FAYETTE | 7- 34 | 10.2- 15.8 | 5.6 | FAP-SP | 1/63 | 75 | 9640 | OUTER | 10/75 | 23 | 43 | 3.4 | 19.29 | 8270 |
| US 27 | GARRARD | 7- 40 | 3.8- 15.1 | 11.3 | FAP-SP | 8/63 | 75 | 5692 | OUTER | 9/75 | 45 | 36 | 3.4 | 8.96 | 4070 |
| US 27 | HARRISON | 6- 49 | 10.0- 15.5 | 5.5 | FAP-SP | 8/66 | 75 | 1573 | OUTER | 10/75 | 22 | 46 | 5.2 | 3.04 | 1810 |
| US 27 | HARRISON | 6- 49 | 15.5- 19.5 | 4.0 | FAP-SP | 6/66 | 75 | 1280 | OUTER | 10/75 | 16 | 50 | 3.6 | 1.82 | 1070 |
| US 27 | JESSAMINE | 7- 57 | 8.8- 13.1 | 4.3 | FAP-SP | 11/64 | 75 | 8570 | OUTER | 9/75 | 18 | 32 | 3.5 | 12.85 | 6510 |
| US 27 | LINCOLN | 8- 69 | 18.0- 22.0 | 4.0 | FAP-SP | 9/72 | 75 | 5610 | OUTER | 9/75 | 16 | 48 | 2.8 | 3.22 | 5910 |
| US 27 | MC CREARY | 8- 74 | 14.3- 20.4 | 6.1 | FAP-SP | 8/66 | 75 | 2530 | OUTER | 8/75 | 24 | 33 | 4.5 | 4.50 | 2750 |
| US 27 | PENDLETON | 6- 96 | 0.0- 7.3 | 7.3 | FAP-SP | 6/66 | 75 | 2020 | OUTER | 10/75 | 29 | 44 | 3.8 | 2.91 | 1700 |
| US 27 | PENDLETON | 6- 96 | 11.8- 16.9 | 5.1 | FAP-SP | 5/65 | 75 | 3560 | OUTER | 10/75 | 20 | 44 | 3.2 | 4.90 | 2570 |
| KY 30 | JACKSON | 11- 55 | 12.5- 20.9 | 8.4 | FAP-SP | 10/72 | 75 | 426 | OUTER | 11/75 | 33 | 33 | 3.7 | 0.26 | 470 |
| KY 30 | OWSLEY | 10- 95 | 0.0- 10.8 | 10.8 | FAP-SP | 1/73 | 75 | 550 | OUTER | 11/75 | 41 | 42 | 5.7 | 0.29 | 550 |
| US 31E | ALLEN | 3- 2 | 2.2- 7.5 | 5.3 | SP | 8/68 | 75 | 2640 | OUTER | 8/75 | 21 | 40 | 5.0 | 3.10 | 2420 |
| US 31E | ALLEN | 3- 2 | 13.6- 18.5 | 4.9 | FAP-SP | 11/74 | 75 | 1925 | OUTER | 8/75 | 19 | 42 | 2.9 | 0.28 | 1940 |
| US 31E | BARREN | 3- 5 | 0.0- 7.6 | 7.6 | FAP-SP | 10/64 | 75 | 1230 | OUTER | 8/75 | 30 | 39 | 4.7 | 3.85 | 1940 |
| US 31E | BULLITT | 5- 15 | 0.0- 5.5 | 5.5 | FAP-SP | 11/71 | 75 | 5730 | OUTER | 11/75 | 18 | 39 | 4.2 | 4.52 | 6180 |
| US 31E | LARUE | 4- 62 | 10.2- 20.7 | 10.5 | FAP-SP | 5/65 | 75 | 1820 | OUTER | 11/75 | 42 | 45 | 5.3 | 3.00 | 1560 |
| US 31E | NELSON | 4- 90 | 5.1- 9.1 | 4.0 | FAP-SP | 9/74 | 75 | 2570 | OUTER | 11/75 | 15 | 45 | 1.6 | 0.56 | 2580 |
| US 31E | NELSON | 4- 90 | 20.5- 26.4 | 5.9 | FAP-SP | 8/72 | 75 | 3020 | OUTER | 11/75 | 24 | 44 | 3.7 | 2.14 | 3600 |
| US 31W | HART | 4- 50 | 3.3- 9.6 | 6.3 | FAS-SS | 10/69 | 75 | 3483 | OUTER | 9/75 | 25 | 43 | 2.3 | 3.00 | 2770 |
| US 31W | JEFFERSON | 5- 56 | 0.0- 4.3 | 4.3 | FAP-SP | 5/73 | 75 | 14710 | OUTER<br>INNER | 11/75<br>11/75 | 19<br>18 | 40<br>44 | 3.7<br>3.1 | 5.15<br>1.62 | 11210<br>3520 |
| US 31W | JEFFERSON | 5- 56 | 4.3- 11.3 | 7.0 | SP | 5/73 | 75 | 26525 | OUTER<br>INNER | 11/75<br>11/75 | 16<br>20 | 35<br>36 | 3.3<br>4.4 | 7.83<br>4.37 | 17030<br>9500 |
| US 31W | SIMPSON | 3-107 | 7.6- 14.0 | 6.4 | FAS-SS | 7/73 | 75 | 4885 | OUTER | 8/75 | 25 | 38 | 2.8 | 1.89 | 4890 |
| US 31W | WARREN | 3-114 | 20.5- 28.1 | 7.6 | FAS-SS | 1/64 | 75 | 3490 | OUTER | 9/75 | 29 | 28 | 2.8 | 11.52 | 5400 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KY 32 | FLEMING | 9- 35 | 12.7- 25.1 | 12.4 | FAS-SP | 7/65 | 75 | 2042 | OUTER | 10/75 | 49 | 41 | 6.3 | 3.71 | 1980 |
| KY 32 | FLEMING | 9- 35 | 25.1- 29.5 | 4.4 | FAS-SP | 10/67 | 75 | 1600 | OUTER | 10/75 | 18 | 43 | 4.0 | 2.16 | 1470 |
| KY 32 | ROWAN | 9-103 | 0.0- 5.4 | 5.4 | FAP-SP | 8/69 | 75 | 3300 | OUTER | 10/75 | 21 | 35 | 4.1 | 3.25 | 2870 |
| KY 40 | JOHNSON | 12- 58 | 1.4- 12.8 | 11.4 | FAP-SP | 1/64 | 75 | 3485 | OUTER | 10/75 | 35 | 34 | 5.0 | 4.58 | 2100 |
| KY 40 | MARTIN | 12- 80 | 0.0- 4.9 | 4.9 | FAP-SP | 10/66 | 75 | 1645 | OUTER | 10/75 | 19 | 38 | 4.1 | 2.26 | 1380 |
| KY 40 | MARTIN | 12- 80 | 4.9- 10.3 | 5.4 | FAP-SP | 1/64 | 75 | 1642 | OUTER | 10/75 | 19 | 36 | 4.7 | 2.77 | 1290 |
| KY 40 | MARTIN | 12- 80 | 10.7- 20.3 | 9.6 | FAP-SP | 10/76 | 75 | 4680 | OUTER | 10/75 | 39 | 32 | 4.3 | 5.17 | 3480 |
| US 41 | CHRISTIAN | 2- 24 | 15.3- 25.5 | 10.2 | FAS-SS | 7/66 | 75 | 2600 | OUTER | 6/75 | 41 | 30 | 4.0 | 5.57 | 3410 |
| US 41A | CHRISTIAN | 2- 24 | 0.0- 4.1 | 4.1 | FAP-SP | 9/74 | 75 | 18885 | OUTER | 6/75 | 17 | 34 | 4.1 | 1.85 | 13500 |
| US 41 | CHRISTIAN | 2- 24 | 27.0- 31.6 | 4.6 | FAS-SS | 12/64 | 75 | 2070 | OUTER | 6/75 | 18 | 32 | 3.8 | 8.87 | 4200 |
| US 41 | TODD | 3-110 | 1.5- 8.4 | 6.9 | FAP-SS | 7/73 | 75 | 3110 | OUTER | 8/75 | 27 | 36 | 2.9 | 1.19 | 3120 |
| US 41A | CHRISTIAN | 2- 24 | 0.0- 4.1 | 4.1 | FAP-SP | 9/74 | 75 | 18885 | INNER | 6/75 | 16 | 37 | 4.0 | 0.74 | 5430 |
| US 41A | CHRISTIAN | 2- 24 | 4.7- 14.2 | 9.5 | FAP-SP | 10/73 | 75 | 11560 | OUTER | 6/75 | 36 | 39 | 2.5 | 2.83 | 9280 |
| | | | | | | | | | INNER | 6/75 | 35 | 44 | 1.8 | 0.69 | 2280 |
| US 41A | HENDERSON | 2- 51 | 0.0- 13.2 | 13.2 | FAS-SS | 8/67 | 75 | 2045 | OUTER | 6/75 | 51 | 34 | 3.3 | 3.61 | 2520 |
| US 41A | HOPKINS | 2- 54 | 18.2- 24.6 | 6.4 | FAP-SS | 8/73 | 75 | 6150 | OUTER | 6/75 | 24 | 42 | 3.0 | 2.09 | 6140 |
| US 41A | HOPKINS | 2- 54 | 25.1- 29.4 | 4.3 | FAP-SS | 11/72 | 75 | 3300 | OUTER | 6/75 | 17 | 43 | 4.6 | 1.23 | 2570 |
| US 41A | WEBSTER | 2-117 | 0.0- 9.7 | 9.7 | FAS-SS | 10/70 | 75 | 2550 | OUTER | 6/75 | 39 | 40 | 6.5 | 1.89 | 2210 |
| US 41A | WEBSTER | 2-117 | 10.3- 19.7 | 9.4 | FAS-SS | 8/73 | 75 | 2263 | OUTER | 6/75 | 38 | 42 | 4.4 | 0.77 | 2270 |
| US 42 | BOONE | 6- 8 | 2.2- 14.0 | 11.8 | FAS-SS | 10/70 | 75 | 3944 | OUTER | 11/75 | 47 | 42 | 5.3 | 3.00 | 3250 |
| US 42 | CARROLL | 6- 21 | 0.0- 4.5 | 4.5 | FAS-SP | 7/67 | 75 | 1110 | OUTER | 11/75 | 18 | 50 | 2.5 | 1.23 | 810 |
| US 42 | GALLATIN | 6- 39 | 11.9- 17.0 | 5.1 | FAS-SP | 10/69 | 75 | 1510 | OUTER | 11/75 | 20 | 47 | 4.9 | 1.38 | 1250 |
| US 42 | OLDHAM | 5- 93 | 3.6- 19.4 | 15.8 | FAS-SP | 12/67 | 75 | 987 | OUTER | 11/75 | 64 | 55 | 3.4 | 1.25 | 870 |
| US 45 | GRAVES | 1- 42 | 0.7- 7.2 | 6.5 | FAS-SS | 6/73 | 75 | 1805 | OUTER | 6/73 | 26 | 42 | 2.0 | 0.65 | 1810 |
| US 45 | GRAVES | 1- 42 | 7.6- 15.9 | 8.3 | FAS-SS | 6/73 | 75 | 2805 | OUTER | 6/75 | 52 | 41 | 2.0 | 1.01 | 2820 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 51 | CARLISLE | 1- 20 | 1.5- 6.8 | 5.3 | FAP-SP | 12/66 | 75 | 4215 | OUTER | 6/75 | 19 | 47 | 2.2 | 5.14 | 3330 |
| US 51 | CARLISLE | 1- 20 | 8.2- 12.5 | 4.3 | FAP-SP | 6/74 | 75 | 4220 | OUTER | 6/75 | 18 | 46 | 1.4 | 0.74 | 4210 |
| US 51 | FULTON | 1- 38 | 1.4- 6.6 | 5.2 | FAP-SP | 10/72 | 75 | 3430 | OUTER | 6/75 | 20 | 45 | 2.5 | 1.37 | 2850 |
| US 51 | HICKMAN | 1- 53 | 0.0- 6.3 | 6.3 | FAP-SP | 9/74 | 75 | 4650 | OUTER | 6/75 | 26 | 42 | 2.9 | 0.61 | 4660 |
| US 51 | HICKMAN | 1- 53 | 7.4- 13.3 | 5.9 | FAP-SP | 10/66 | 75 | 3490 | OUTER | 6/75 | 23 | 46 | 2.9 | 4.77 | 3030 |
| KY 55 | ADAIR | 8- 1 | 12.5- 19.7 | 7.2 | FAP-SP | 11/74 | 75 | 3000 | OUTER | 11/75 | 23 | 48 | 1.8 | 0.55 | 3020 |
| KY 58 | GRAVES | 1- 42 | 8.2- 14.9 | 6.7 | FAP-SP | 10/66 | 75 | 2520 | OUTER | 6/75 | 27 | 36 | 3.3 | 3.75 | 2380 |
| US 60 | BALLARD | 1- 4 | 0.5- 6.1 | 5.6 | FAP-SP | 4/63 | 75 | 3980 | OUTER | 6/75 | 23 | 44 | 2.6 | 6.37 | 2880 |
| US 60 | BALLARD | 1- 4 | 7.1- 17.0 | 9.9 | FAP-SP | 9/73 | 75 | 4140 | OUTER | 6/75 | 38 | 40 | 4.5 | 1.30 | 4140 |
| US 60 | BATH | 9- 6 | 0.0- 6.4 | 6.4 | FAS-SS | 11/64 | 75 | 6930 | OUTER | 10/75 | 25 | 44 | 5.3 | 11.18 | 5590 |
| US 60 | BOYD | 9- 10 | 4.3- 9.9 | 5.6 | FAP-SP | 3/72 | 75 | 13180 | OUTER<br>INNER | 9/75<br>9/75 | 24<br>23 | 47<br>54 | 4.4<br>1.9 | 5.67<br>1.33 | 8770<br>2050 |
| US 60 | BRECKINRIDGE | 4- 14 | 3.2- 14.1 | 10.9 | FAP-SP | 12/72 | 75 | 3213 | OUTER | 9/75 | 43 | 44 | 4.7 | 1.62 | 3230 |
| US 60 | BRECKINRIDGE | 4- 14 | 18.3- 29.6 | 11.3 | FAP-SP | 6/65 | 75 | 3793 | OUTER | 9/75 | 46 | 44 | 4.1 | 5.52 | 2950 |
| US 60 | CARTER | 9- 22 | 0.0- 6.2 | 6.2 | FAS-SS | 8/69 | 75 | 2255 | OUTER | 10/75 | 25 | 39 | 3.2 | 2.48 | 2190 |
| US 60 | CARTER | 9- 22 | 26.9- 34.9 | 8.0 | FAS-SS | 9/63 | 75 | 2873 | OUTER | 10/75 | 32 | 40 | 4.7 | 12.75 | 5800 |
| US 60 | CLARK | 7- 25 | 0.0- 4.7 | 4.7 | FAP-SP | 10/73 | 75 | 5630 | OUTER | 10/75 | 18 | 40 | 3.2 | 2.09 | 5620 |
| US 60 | CRITTENDEN | 1- 28 | 0.0- 8.8 | 8.8 | FAP-SP | 1/68 | 75 | 3970 | OUTER | 6/75 | 31 | 33 | 2.5 | 4.82 | 3560 |
| US 60 | CRITTENDEN | 1- 28 | 10.7- 17.3 | 6.6 | FAP-SP | 1/75 | 75 | 2530 | OUTER | 6/75 | 27 | 41 | 2.9 | 0.21 | 2580 |
| US 60 | CRITTENDEN | 1- 28 | 17.3- 23.1 | 5.8 | FAP-SP | 11/74 | 75 | 1750 | OUTER | 6/75 | 22 | 41 | 3.3 | 0.19 | 1750 |
| US 60 | DAVIESS | 2- 30 | 0.0- 9.7 | 9.7 | FAS-SS | 7/67 | 75 | 3620 | OUTER | 7/75 | 36 | 43 | 6.8 | 4.90 | 3340 |
| US 60 | DAVIESS | 2- 30 | 17.3- 22.9 | 5.6 | FAP-SP | 9/66 | 75 | 10040 | OUTER | 9/75 | 22 | 36 | 2.4 | 9.70 | 5900 |
| US 60 | FAYETTE | 7- 34 | 0.0- 4.7 | 4.7 | FAP-SP | 10/65 | 75 | 23570 | OUTER<br>INNER | 10/75<br>10/75 | 17<br>16 | 37<br>47 | 3.3<br>3.2 | 27.88<br>13.37 | 15210<br>7300 |
| US 60 | FAYETTE | 7- 34 | 12.6- 19.1 | 6.7 | FAS-SP | 10/73 | 75 | 5290 | OUTER | 10/75 | 27 | 47 | 2.7 | 1.96 | 5280 |

CLASS I, TYPE A AND TYPE A (MODIFIED), BITUMINOUS SURFACE - OTHER (CONTINUED) PAGE 12

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 60 | HANCOCK | 2- 46 | 2.3- 9.9 | 7.6 | FAP-SP | 11/72 | 75 | 3880 | OUTER | 9/75 | 30 | 39 | 3.2 | 2.10 | 4070 |
| US 60 | HANCOCK | 2- 46 | 11.5- 18.5 | 7.0 | FAP-SP | 11/72 | 75 | 2250 | OUTER | 9/75 | 28 | 41 | 3.9 | 1.22 | 2360 |
| US 60 | HENDERSON | 2- 51 | 3.6- 10.4 | 6.8 | FAP-SP | 9/72 | 75 | 6910 | OUTER | 6/75 | 26 | 40 | 4.8 | 3.59 | 7090 |
| US 60 | HENDERSON | 2- 51 | 11.5- 25.5 | 14.0 | FAS-SS | 6/67 | 75 | 4200 | OUTER | 7/75 | 55 | 33 | 6.4 | 6.49 | 4380 |
| US 60 | JEFFERSON | 5- 56 | 0.0- 4.1 | 4.1 | SP | 5/73 | 75 | 59480 | OUTER | 11/75 | 11 | 33 | 4.0 | 15.62 | 34000 |
| | | | | | | | | | INNER | 11/75 | 14 | 40 | 4.2 | 11.71 | 25490 |
| US 60 | LIVINGSTON | 1- 70 | 4.9- 11.0 | 6.1 | FAP-SP | 9/72 | 75 | 2950 | OUTER | 6/75 | 25 | 40 | 1.8 | 1.50 | 2980 |
| US 60 | LIVINGSTON | 1- 70 | 12.7- 17.2 | 4.5 | FAP-SP | 8/68 | 75 | 2605 | OUTER | 6/75 | 18 | 39 | 1.6 | 2.94 | 2350 |
| US 60 | LIVINGSTON | 1- 70 | 17.2- 27.3 | 10.1 | FAP-SP | 8/68 | 75 | 2205 | OUTER | 6/75 | 41 | 37 | 3.7 | 2.88 | 2310 |
| US 60 | MC CRACKEN | 1- 73 | 0.0- 11.2 | 11.2 | FAP-SP | 11/63 | 75 | 7733 | OUTER | 6/75 | 42 | 41 | 2.8 | 10.90 | 5170 |
| US 60 | MONTGOMERY | 7- 87 | 0.0- 4.4 | 4.4 | FAS-SS | 10/73 | 75 | 2905 | OUTER | 10/75 | 17 | 49 | 4.0 | 1.08 | 2890 |
| US 60 | ROWAN | 9-103 | 0.0- 7.2 | 7.2 | FAS-SS | 9/66 | 75 | 3670 | OUTER | 10/75 | 30 | 40 | 3.1 | 5.77 | 3460 |
| US 60 | SHELBY | 5-106 | 3.2- 9.0 | 5.8 | FAS-SP | 6/74 | 75 | 7935 | OUTER | 11/75 | 23 | 42 | 3.8 | 2.02 | 7940 |
| US 60 | SHELBY | 5-106 | 11.2- 23.0 | 11.8 | FAS-SP | 9/72 | 75 | 4800 | OUTER | 11/75 | 48 | 36 | 4.4 | 2.61 | 4550 |
| US 60 | UNION | 2-113 | 6.7- 11.8 | 5.1 | FAP-SP | 10/68 | 75 | 4290 | OUTER | 6/75 | 19 | 34 | 2.9 | 4.78 | 3910 |
| US 60 | UNION | 2-113 | 17.2- 21.9 | 4.7 | FAP-SP | 6/73 | 75 | 5295 | OUTER | 6/75 | 17 | 32 | 3.6 | 1.80 | 4870 |
| US 60 | WOODFORD | 7-120 | 9.4- 13.0 | 3.6 | FAP-SP | 10/65 | 75 | 16845 | OUTER | 10/75 | 14 | 40 | 2.7 | 21.84 | 11920 |
| | | | | | | | | | INNER | 10/75 | 13 | 51 | 4.3 | 7.65 | 4170 |
| KY 61 | ADAIR | 8- 1 | 0.0- 12.9 | 12.9 | FAS-SP | 10/70 | 75 | 2315 | OUTER | 11/75 | 51 | 49 | 3.3 | 1.68 | 1810 |
| KY 61 | ADAIR | 8- 1 | 16.4- 24.0 | 7.6 | FAP-SP | 8/68 | 75 | 2620 | OUTER | 11/75 | 30 | 51 | 3.1 | 2.69 | 2030 |
| KY 61 | CUMBERLAND | 8- 29 | 14.8- 27.2 | 12.4 | FAS-SP | 10/70 | 75 | 846 | OUTER | 11/75 | 49 | 48 | 3.3 | 0.74 | 800 |
| KY 61 | GREEN | 4- 44 | 0.0- 4.7 | 4.7 | FAP-SP | 9/69 | 75 | 2000 | OUTER | 11/75 | 16 | 41 | 3.6 | 2.14 | 1910 |
| KY 61 | GREEN | 4- 44 | 10.1- 15.1 | 5.0 | FAP-SP | 8/75 | 75 | 3130 | OUTER | 11/75 | 20 | 37 | 2.8 | 0.14 | 3160 |
| US 62 | ANDERSON | 7- 3 | 3.1- 18.3 | 15.2 | FAS-SS | 11/72 | 75 | 1015 | OUTER | 11/75 | 61 | 50 | 3.3 | 0.61 | 1120 |
| US 62 | CARLISLE | 1- 20 | 0.3- 6.2 | 5.9 | FAS-SS | 7/63 | 75 | 1725 | OUTER | 6/75 | 24 | 46 | 2.2 | 2.63 | 1210 |
| US 62 | CARLISLE | 1- 20 | 6.2- 13.1 | 6.9 | FAS-SS | 8/72 | 75 | 1810 | OUTER | 6/75 | 27 | 47 | 3.2 | 0.90 | 1760 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 62 | HARDIN | 4- 47 | 11.4- 15.8 | 4.4 | FAS-SS | 11/71 | 75 | 7480 | OUTER | 9/75 | 17 | 50 | 2.8 | 4.29 | 6120 |
| US 62 | HARRISON | 6- 49 | 0.0- 5.8 | 5.8 | FAS-SS | 7/71 | 75 | 1040 | OUTER | 10/75 | 23 | 44 | 3.4 | 0.73 | 930 |
| US 62 | HARRISON | 6- 49 | 9.7- 15.2 | 5.5 | FAS-SS | 8/75 | 75 | 1730 | OUTER | 10/75 | 21 | 44 | 3.4 | 0.07 | 1840 |
| US 62 | LYON | 1- 72 | 4.1- 9.5 | 5.4 | FAP-SP | 4/63 | 75 | 9250 | OUTER<br>INNER | 6/75<br>6/75 | 18<br>15 | 41<br>50 | 3.0<br>2.3 | 12.63<br>1.92 | 5680<br>860 |
| US 62 | MC CRACKEN | 1- 73 | 3.3- 12.5 | 9.2 | FAS-SS | 10/72 | 75 | 5325 | OUTER | 6/75 | 36 | 41 | 4.5 | 2.20 | 4590 |
| US 62 | MASON | 9- 81 | 3.5- 10.0 | 6.5 | FAS-RS | 11/70 | 75 | 616 | OUTER | 10/75 | 26 | 44 | 6.2 | 0.58 | 640 |
| US 62 | MUHLENBERG | 2- 89 | 0.0- 4.2 | 4.2 | FAS-SS | 8/73 | 75 | 2800 | OUTER | 7/75 | 17 | 35 | 3.5 | 0.55 | 1540 |
| US 62 | NELSON | 4- 90 | 0.0- 13.0 | 13.0 | FAS-SS | 10/69 | 75 | 3640 | OUTER | 11/75 | 44 | 51 | 3.3 | 3.03 | 2740 |
| US 62 | NELSON | 4- 90 | 27.3- 37.1 | 9.8 | FAS-SS | 9/63 | 75 | 1085 | OUTER | 11/75 | 37 | 46 | 5.8 | 1.75 | 790 |
| US 62 | OHIO | 2- 92 | 2.2- 9.2 | 7.0 | FAS-SS | 11/74 | 75 | 2330 | OUTER | 7/75 | 28 | 31 | 4.1 | 0.30 | 2370 |
| US 62 | ROBERTSON | 6-101 | 0.0- 10.0 | 10.0 | FAS-SS | 10/73 | 75 | 763 | OUTER | 10/75 | 38 | 50 | 3.7 | 0.29 | 770 |
| US 62 | ROBERTSON | 6-101 | 11.0- 15.4 | 4.4 | FAS-SS | 10/74 | 75 | 905 | OUTER | 10/75 | 16 | 49 | 3.3 | 0.17 | 930 |
| US 62 | WOODFORD | 7-120 | 0.2- 5.6 | 5.4 | FAS-SS | 8/73 | 75 | 2840 | OUTER | 11/75 | 22 | 45 | 3.0 | 1.16 | 2830 |
| US 62 | WOODFORD | 7-120 | 7.1- 13.0 | 5.9 | FAS-SS | 12/74 | 75 | 2140 | OUTER | 10/75 | 25 | 48 | 2.3 | 0.34 | 2140 |
| US 68 | BARREN | 3- 5 | 0.0- 7.0 | 7.0 | FAS-SP | 11/66 | 75 | 1600 | OUTER | 8/75 | 28 | 43 | 2.9 | 3.88 | 2420 |
| US 68 | BARREN | 3- 5 | 7.0- 11.0 | 4.0 | FAS-SP | 11/66 | 75 | 2700 | OUTER | 8/75 | 16 | 36 | 3.3 | 5.36 | 3350 |
| US 68 | BOURBON | 7- 9 | 2.7- 9.9 | 7.2 | FAP-SP | 11/64 | 75 | 4700 | OUTER | 10/75 | 29 | 43 | 2.6 | 8.24 | 4120 |
| US 68 | BOYLE | 7- 11 | 0.0- 6.9 | 6.9 | FAS-SS | 9/67 | 75 | 745 | OUTER | 11/75 | 23 | 44 | 6.0 | 1.11 | 740 |
| US 68 | GREEN | 4- 44 | 0.0- 11.9 | 11.9 | FAS-SS | 9/66 | 75 | 3308 | OUTER | 11/75 | 45 | 43 | 5.1 | 3.61 | 2160 |
| US 68 | GREEN | 4- 44 | 13.9- 18.5 | 4.6 | FAS-SS | 1/73 | 75 | 3445 | OUTER | 11/75 | 19 | 38 | 4.5 | 1.78 | 3440 |
| US 68 | JESSAMINE | 7- 57 | 0.0- 12.0 | 12.0 | FAP-SP | 11/67 | 75 | 3005 | OUTER | 11/75 | 46 | 43 | 2.5 | 4.90 | 3360 |
| US 68 | LOGAN | 3- 71 | 11.6- 16.1 | 4.5 | FAP-SP | 3/65 | 75 | 4950 | OUTER | 8/75 | 18 | 38 | 2.5 | 8.13 | 4260 |
| US 68 | LOGAN | 3- 71 | 16.1- 20.4 | 4.3 | FAP-SP | 1/63 | 75 | 4520 | OUTER | 8/75 | 17 | 38 | 6.3 | 8.00 | 3480 |
| US 68 | LOGAN | 3- 71 | 22.4- 26.6 | 4.2 | FAP-SP | 1/63 | 75 | 4520 | OUTER | 8/75 | 17 | 35 | 3.0 | 7.73 | 3360 |

CLASS I, TYPE A AND TYPE A (MODIFIED), BITUMINOUS SURFACE - OTHER (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 68 | MARSHALL | 1- 79 | 0.0- 9.3 | 9.3 | FAP-SP | 2/64 | 75 | 4760 | OUTER | 6/75 | 37 | 41 | 3.9 | 8.67 | 4200 |
| US 68 | MERCER | 7- 84 | 0.0- 5.9 | 5.9 | FAS-SS | 9/67 | 75 | 2250 | OUTER | 11/75 | 23 | 44 | 4.0 | 2.51 | 1690 |
| US 68 | MERCER | 7- 84 | 8.2- 20.2 | 12.0 | FAP-SP | 2/63 | 75 | 1746 | OUTER | 11/75 | 46 | 40 | 5.9 | 4.04 | 1740 |
| US 68 | METCALF | 3- 85 | 9.0- 15.7 | 6.7 | FAS-SS | 9/66 | 75 | 1810 | OUTER | 11/75 | 26 | 40 | 3.9 | 2.19 | 1310 |
| US 68 | METCALF | 3- 85 | 15.7- 20.1 | 4.4 | FAS-SS | 9/66 | 75 | 800 | OUTER | 11/75 | 17 | 42 | 4.8 | 1.19 | 710 |
| US 68 | NICHOLAS | 9- 91 | 2.7- 7.6 | 4.9 | FAP-SP | 6/67 | 75 | 2395 | OUTER | 10/75 | 20 | 41 | 3.4 | 2.66 | 1740 |
| US 68 | TAYLOR | 4-109 | 0.0- 4.5 | 4.5 | FAS-SS | 9/74 | 75 | 3835 | OUTER | 11/75 | 17 | 39 | 2.1 | 0.81 | 3850 |
| US 68 | TODD | 3-110 | 0.0- 8.3 | 8.3 | FAP-SP | 10/66 | 75 | 3800 | OUTER | 8/75 | 33 | 35 | 3.5 | 4.67 | 2890 |
| US 68 | TRIGG | 1-111 | 0.4- 6.3 | 5.9 | FAP-SP | 1/65 | 75 | 3920 | OUTER | 6/75 | 24 | 29 | 3.5 | 6.28 | 3300 |
| US 68 | TRIGG | 1-111 | 11.2- 17.7 | 6.5 | FAP-SP | 1/65 | 75 | 5380 | OUTER | 6/75 | 26 | 29 | 3.3 | 7.85 | 4130 |
| KY 79 | BRECKINRIDGE | 4- 14 | 5.3- 15.0 | 9.7 | FAP-SS | 6/68 | 75 | 2446 | OUTER | 9/75 | 38 | 38 | 2.9 | 2.16 | 1630 |
| KY 79 | BUTLER | 3- 16 | 12.5- 24.1 | 11.6 | FAS-SS | 12/69 | 75 | 1575 | OUTER | 9/75 | 47 | 46 | 3.4 | 1.62 | 1540 |
| KY 79 | GRAYSON | 4- 43 | 5.4- 12.4 | 7.0 | FAS-SS | 6/66 | 75 | 735 | OUTER | 9/75 | 29 | 35 | 5.4 | 1.01 | 600 |
| KY 79 | GRAYSON | 4- 43 | 12.4- 18.3 | 5.9 | FAS-SS | 7/73 | 75 | 620 | OUTER | 9/75 | 24 | 40 | 2.4 | 0.24 | 610 |
| KY 79 | LOGAN | 3- 71 | 4.1- 15.1 | 11.0 | FAS-SS | 10/74 | 75 | 1140 | OUTER | 8/75 | 43 | 46 | 2.0 | 0.18 | 1140 |
| KY 80 | ADAIR | 8- 1 | 12.8- 22.1 | 9.3 | FAS-SS | 10/66 | 75 | 2305 | OUTER | 8/75 | 37 | 53 | 4.4 | 4.08 | 2520 |
| KY 80 | CASEY | 8- 23 | 0.0- 5.1 | 5.1 | FAS-SS | 11/66 | 75 | 1536 | OUTER | 8/75 | 21 | 39 | 2.6 | 3.18 | 1990 |
| KY 80 | CLAY | 11- 26 | 0.0- 7.0 | 7.0 | FAS-SS | 9/65 | 75 | 2220 | OUTER | 10/75 | 26 | 31 | 6.3 | 4.70 | 2550 |
| KY 80 | FLOYD | 12- 36 | 0.4- 9.3 | 8.9 | FAP-SP | 12/73 | 75 | 3636 | OUTER | 10/75 | 37 | 36 | 3.9 | 1.20 | 3630 |
| KY 80 | GRAVES | 1- 42 | 1.5- 9.6 | 8.1 | FAS-SP | 7/67 | 75 | 2200 | OUTER | 6/75 | 32 | 45 | 5.3 | 2.41 | 1670 |
| KY 80 | KNOTT | 12- 60 | 0.0- 11.2 | 11.2 | FAP-SP | 6/73 | 75 | 2960 | OUTER | 10/75 | 42 | 36 | 3.2 | 1.25 | 2970 |
| KY 80 | KNOTT | 12- 60 | 12.9- 23.9 | 11.0 | FAP-SP | 10/63 | 75 | 2980 | OUTER | 10/75 | 44 | 44 | 3.5 | 4.14 | 1890 |
| KY 80 | LAUREL | 11- 63 | 13.0- 26.0 | 13.0 | FAS-SS | 9/63 | 75 | 1922 | OUTER | 10/75 | 50 | 36 | 4.8 | 4.73 | 2150 |
| KY 80 | LESLIE | 11- 66 | 0.0- 5.1 | 5.1 | FAS-SS | 11/66 | 75 | 3026 | OUTER | 10/75 | 14 | 36 | 3.1 | 3.89 | 2390 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KY 80 | MARSHALL | 1- 79 | 0.0- 9.1 | 9.1 | FAP-SP | 10/66 | 75 | 1640 | OUTER | 6/75 | 36 | 39 | 4.5 | 2.55 | 1620 |
| KY 80 | MARSHALL | 1- 79 | 9.1- 16.9 | 7.8 | FAP-SP | 10/66 | 75 | 1705 | OUTER | 6/75 | 37 | 37 | 3.3 | 2.27 | 1440 |
| KY 80 | PULASKI | 8-100 | 0.0- 10.9 | 10.9 | FAS-SS | 11/66 | 75 | 2773 | OUTER | 8/75 | 44 | 35 | 3.0 | 4.94 | 3080 |
| KY 80 | PULASKI | 8-100 | 10.9- 16.2 | 5.3 | FAS-SS | 10/66 | 75 | 5955 | OUTER | 8/75 | 21 | 33 | 2.8 | 9.87 | 6100 |
| KY 80 | PULASKI | 8-100 | 21.8- 28.3 | 6.5 | FAP-SP | 8/75 | 73 | 4520 | OUTER | 8/75 | 24 | 40 | 9.3 | 0.0 | 4520 |
| KY 80 | RUSSELL | 8-104 | 4.2- 10.6 | 6.4 | FAS-SS | 10/66 | 75 | 2787 | OUTER | 8/75 | 25 | 53 | 4.6 | 5.07 | 3140 |
| KY 90 | BARREN | 3- 5 | 0.8- 9.3 | 8.5 | FAP-SP | 9/69 | 75 | 4260 | OUTER | 8/75 | 37 | 38 | 3.8 | 4.89 | 4510 |
| KY 90 | MC CREARY | 8- 74 | 0.0- 12.0 | 12.0 | FAP-SP | 12/69 | 75 | 897 | OUTER | 8/75 | 45 | 38 | 5.4 | 0.84 | 820 |
| KY 90 | METCALF | 3- 85 | 0.0- 11.7 | 11.7 | FAP-SP | 11/70 | 75 | 1935 | OUTER | 8/75 | 47 | 38 | 4.8 | 1.57 | 1800 |
| KY 90 | WAYNE | 8-116 | 21.0- 26.7 | 5.7 | FAP-SP | 3/70 | 75 | 3500 | OUTER | 8/75 | 22 | 48 | 2.1 | 3.26 | 3280 |
| KY 90 | WHITLEY | 11-118 | 0.0- 8.3 | 8.3 | FAP-SP | 10/73 | 75 | 930 | OUTER | 8/75 | 29 | 38 | 3.5 | 0.31 | 940 |
| KY 114 | FLOYD | 12- 36 | 0.0- 9.3 | 9.3 | FAP-SP | 11/65 | 75 | 3600 | OUTER | 10/75 | 37 | 42 | 2.5 | 3.81 | 2110 |
| US 119 | BELL | 11- 7 | 8.0- 12.2 | 4.2 | FAP-SP | 2/64 | 75 | 3830 | OUTER | 8/75 | 16 | 35 | 2.1 | 5.73 | 2740 |
| US 119 | HARLAN | 11- 48 | 13.1- 33.9 | 20.8 | FAP-SP | 4/63 | 75 | 3163 | OUTER | 10/75 | 82 | 32 | 4.6 | 5.05 | 2210 |
| US 127 | CLINTON | 8- 27 | 12.4- 21.7 | 9.3 | FAP-SP | 8/69 | 75 | 1130 | OUTER | 11/75 | 34 | 48 | 1.5 | 1.31 | 1150 |
| US 127 | FRANKLIN | 5- 37 | 8.5- 19.5 | 11.0 | FAS-SS | 7/66 | 75 | 2806 | OUTER | 11/75 | 42 | 35 | 5.1 | 3.91 | 2300 |
| US 127 | LINCOLN | 8- 69 | 4.3- 11.6 | 7.3 | FAP-SP | 8/69 | 75 | 4120 | OUTER | 11/75 | 29 | 40 | 3.2 | 5.64 | 3200 |
| US 127 | OWEN | 6- 94 | 0.0- 5.4 | 5.4 | FAS-SS | 6/65 | 75 | 1420 | OUTER | 11/75 | 22 | 42 | 3.6 | 2.05 | 1080 |
| US 127 | OWEN | 6- 94 | 5.4- 15.5 | 10.1 | FAS-SS | 4/65 | 75 | 1157 | OUTER | 11/75 | 39 | 40 | 6.0 | 1.86 | 960 |
| US 127 | OWEN | 6- 94 | 24.7- 30.1 | 5.4 | FAS-SS | 9/66 | 75 | 940 | OUTER | 11/75 | 19 | 49 | 3.0 | 0.96 | 580 |
| US 150 | BOYLE | 7- 11 | 0.0- 4.0 | 4.0 | FAP-SP | 8/66 | 75 | 1460 | OUTER | 11/75 | 16 | 40 | 4.6 | 2.34 | 1390 |
| US 150 | BOYLE | 7- 11 | 5.1- 13.2 | 8.1 | FAS-SP | 5/65 | 75 | 4710 | OUTER | 11/75 | 30 | 39 | 2.7 | 8.35 | 4350 |
| US 150 | LINCOLN | 8- 69 | 0.0- 4.3 | 4.3 | FAP-SP | 9/72 | 75 | 5510 | OUTER<br>INNER | 11/75<br>11/75 | 17<br>17 | 41<br>54 | 2.9<br>1.3 | 3.00<br>0.40 | 5170<br>680 |

CLASS I, TYPE A AND TYPE A (MODIFIED), BITUMINOUS SURFACE - OTHER (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 150 | NELSON | 4- 90 | 2.3- 7.6 | 5.3 | FAP-SP | 10/70 | 75 | 3960 | OUTER | 11/75 | 21 | 45 | 3.8 | 3.01 | 3240 |
| US 150 | WASHINGTON | 4-115 | 0.0- 8.2 | 8.2 | FAP-SP | 7/73 | 75 | 3496 | OUTER | 11/75 | 33 | 37 | 3.5 | 1.50 | 3490 |
| US 150 | WASHINGTON | 4-115 | 9.9- 21.4 | 11.5 | FAP-SP | 5/66 | 75 | 1687 | OUTER | 11/75 | 47 | 26 | 5.7 | 3.05 | 1750 |
| KY 191 | WOLFE | 10-119 | 0.6- 4.9 | 4.3 | FAP-SP | 12/66 | 75 | 1185 | OUTER | 10/75 | 16 | 40 | 3.7 | 2.00 | 1240 |
| KY 191 | WOLFE | 10-119 | 4.9- 10.3 | 5.4 | FAP-SP | 9/63 | 75 | 890 | OUTER | 10/75 | 19 | 38 | 5.9 | 2.11 | 960 |
| US 231 | ALLEN | 3- 2 | 0.9- 10.4 | 9.5 | FAP-SP | 9/66 | 75 | 2650 | OUTER | 8/75 | 39 | 43 | 3.8 | 3.32 | 2030 |
| US 231 | DAVIESS | 2- 30 | 1.3- 7.7 | 6.4 | FAS-SS | 10/65 | 75 | 3600 | OUTER | 8/75 | 25 | 40 | 3.3 | 7.01 | 3900 |
| US 231 | OHIO | 2- 92 | 2.2- 6.5 | 4.3 | FAS-SS | 7/66 | 75 | 2850 | OUTER | 8/75 | 18 | 31 | 3.7 | 3.80 | 2290 |
| US 231 | OHIO | 2- 92 | 13.4- 24.3 | 10.9 | FAS-SS | 5/67 | 75 | 3020 | OUTER | 8/75 | 42 | 42 | 3.6 | 5.16 | 3430 |
| US 231 | WARREN | 3-114 | 3.4- 8.7 | 5.3 | FAP-SP | 6/68 | 75 | 4380 | OUTER | 8/75 | 22 | 42 | 2.0 | 4.04 | 3080 |
| US 231 | WARREN | 3-114 | 15.6- 26.6 | 11.0 | FAS-SS | 6/66 | 75 | 2020 | OUTER | 8/75 | 44 | 39 | 3.3 | 4.33 | 2580 |
| KY 259 | BRECKINRIDGE | 4- 14 | 2.5- 7.5 | 5.0 | FAP-SP | 10/73 | 75 | 1820 | OUTER | 9/75 | 21 | 45 | 3.2 | 0.64 | 1830 |
| KY 259 | GRAYSON | 4- 43 | 6.1- 12.1 | 6.0 | FAP-SP | 8/68 | 75 | 4235 | OUTER | 9/75 | 24 | 40 | 4.9 | 3.90 | 3020 |
| US 431 | DAVIESS | 2- 30 | 2.5- 7.2 | 4.7 | FAP-SP | 1/67 | 75 | 5090 | OUTER | 7/75 | 19 | 40 | 4.2 | 6.94 | 4450 |
| US 431 | LOGAN | 3- 71 | 1.8- 7.3 | 5.5 | FAP-SP | 12/70 | 75 | 2310 | OUTER | 7/75 | 21 | 36 | 2.6 | 1.99 | 2360 |
| US 431 | LOGAN | 3- 71 | 7.3- 14.0 | 6.7 | FAP-SP | 1/70 | 75 | 2790 | OUTER | 7/75 | 23 | 36 | 4.5 | 2.82 | 2800 |
| US 431 | LOGAN | 3- 71 | 15.3- 31.9 | 16.6 | FAP-SP | 6/66 | 75 | 3063 | OUTER | 7/75 | 65 | 38 | 4.7 | 4.61 | 2770 |
| US 431 | MUHLENBERG | 2- 89 | 0.0- 10.9 | 10.9 | FAP-SP | 10/69 | 75 | 1390 | OUTER | 7/75 | 41 | 41 | 4.3 | 1.50 | 1420 |
| US 431 | MUHLENBERG | 2- 89 | 22.4- 27.8 | 5.4 | FAP-SP | 11/74 | 75 | 2450 | OUTER | 7/75 | 21 | 37 | 2.6 | 0.31 | 2440 |
| US 460 | BOURBON | 7- 9 | 0.0- 7.7 | 7.7 | FAP-SS | 7/67 | 75 | 1530 | OUTER | 10/75 | 29 | 44 | 3.2 | 1.94 | 1280 |
| US 460 | FRANKLIN | 5- 37 | 1.3- 6.1 | 4.8 | FAP-SS | 7/73 | 75 | 1805 | OUTER | 10/75 | 19 | 45 | 4.2 | 0.75 | 1800 |
| US 460 | JOHNSON | 12- 58 | 0.0- 7.2 | 7.2 | FAS-SP | 10/66 | 75 | 2810 | OUTER | 10/75 | 28 | 42 | 2.6 | 3.42 | 2090 |
| US 460 | MAGOFFIN | 10- 77 | 0.0- 10.9 | 10.9 | FAP-SP | 3/67 | 75 | 2075 | OUTER | 10/75 | 42 | 37 | 4.3 | 2.54 | 1630 |
| US 460 | MAGOFFIN | 10- 77 | 11.6- 18.2 | 6.6 | FAS-SP | 10/66 | 75 | 2565 | OUTER | 10/75 | 23 | 42 | 3.1 | 3.65 | 2230 |

CLASS I, TYPE A AND TYPE A (MODIFIED), BITUMINOUS SURFACE - OTHER (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 460 | MENIFEE | 10- 83 | 0.0- 8.4 | 8.4 | FAP-SP | 1/73 | 75 | 1990 | OUTER | 10/75 | 34 | 40 | 5.0 | 1.01 | 1990 |
| US 460 | MENIFEE | 10- 83 | 9.0- 19.8 | 10.8 | FAP-SP | 1/64 | 75 | 1583 | OUTER | 10/75 | 42 | 37 | 4.9 | 2.93 | 1360 |
| US 460 | MONTGOMERY | 7- 87 | 0.0- 7.3 | 7.3 | FAP-SP | 7/67 | 75 | 1260 | OUTER | 10/75 | 29 | 41 | 4.4 | 1.27 | 840 |
| US 460 | MONTGOMERY | 7- 87 | 10.1- 22.2 | 12.1 | FAP-SP | 10/70 | 75 | 2700 | OUTER | 10/75 | 49 | 32 | 2.8 | 3.15 | 3430 |
| US 460 | MORGAN | 10- 88 | 0.0- 14.0 | 14.0 | FAP-SP | 12/74 | 75 | 830 | OUTER | 10/75 | 57 | 36 | 6.1 | 0.13 | 830 |
| US 460 | MORGAN | 10- 88 | 18.4- 23.1 | 4.7 | FAP-SP | 3/67 | 75 | 2375 | OUTER | 10/75 | 16 | 39 | 3.6 | 3.87 | 2470 |
| US 460 | MORGAN | 10- 88 | 23.2- 28.7 | 5.5 | FAP-SP | 3/67 | 75 | 1380 | OUTER | 10/75 | 23 | 38 | 4.1 | 1.43 | 910 |
| US 460 | SCOTT | 7-105 | 0.0- 8.6 | 8.6 | SS | 1/70 | 75 | 2546 | OUTER | 10/75 | 34 | 43 | 4.2 | 2.51 | 2370 |
| KY 555 | WASHINGTON | 4-115 | 8.8- 14.8 | 6.0 | FAP-SP | 11/69 | 75 | 585 | OUTER | 11/75 | 24 | 49 | 2.8 | 0.58 | 530 |
| US 641 | CALLOWAY | 1- 18 | 0.5- 6.4 | 5.9 | FAP-SP | 11/72 | 75 | 4300 | OUTER | 6/75 | 23 | 34 | 2.7 | 1.78 | 3830 |
| US 641 | CRITTENDEN | 1- 28 | 3.2- 7.2 | 4.0 | FAP-SP | 10/63 | 75 | 3220 | OUTER | 6/75 | 15 | 32 | 3.6 | 6.23 | 2920 |
| US 641 | LYON | 1- 72 | 0.3- 5.7 | 5.4 | FAP-SP | 10/63 | 75 | 1770 | OUTER | 6/75 | 21 | 41 | 3.6 | 2.82 | 1320 |

PORTLAND CEMENT CONCRETE SURFACE - INTERSTATE



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9024 | CHRISTIAN | 2- 24 | 85.6- 93.3 | 7.7 | INTER | 10/75 | 75 | 1600 | OUTER | 10/77 | 57 | 46 | 2.4 | 0.56 | 1560 |
| | | | | | | | 77 | 4920 | OUTER | 10/79 | 59 | 48 | 2.1 | 2.58 | 3500 |
| | | | | | | | 75 | 1600 | INNER | 10/77 | 29 | 47 | 1.7 | 0.03 | 80 |
| | | | | | | | 77 | 4920 | INNER | 10/79 | 29 | 55 | 1.6 | 0.27 | 400 |
| I 9064 | JEFFERSON | 5- 56 | 0.0- 0.9 | 0.9 | INTER | 9/61 | 77 | 26000 | OUTER | 7/79 | 15 | 31 | 3.5 | 16.11 | 5000 |
| | | | | | | | | | MIDDLE | 7/79 | 11 | 34 | 3.4 | 10.86 | 3300 |
| | | | | | | | | | INNER | 7/79 | 11 | 39 | 8.1 | 21.99 | 6800 |
| I 9064 | JEFFERSON | 5- 56 | 0.9- 2.0 | 1.1 | INTER | 4/69 | 77 | 26000 | OUTER | 7/79 | 9 | 33 | 2.9 | 11.41 | 6100 |
| | | | | | | | | | MIDDLE | 7/79 | 5 | 34 | 3.5 | 11.79 | 6300 |
| | | | | | | | | | INNER | 7/79 | 4 | 38 | 4.8 | 18.15 | 9700 |
| I 9064 | JEFFERSON | 5- 56 | 2.0- 2.3 | 0.3 | INTER | 10/70 | 77 | 16000 | OUTER | 7/79 | 2 | 32 | 0.0 | 7.12 | 4500 |
| | | | | | | | | | MIDDLE | 7/79 | 2 | 31 | 0.0 | 4.80 | 3000 |
| I 9064 | JEFFERSON | 5- 56 | 2.3- 3.1 | 0.8 | INTER | 7/71 | 77 | 17890 | OUTER | 7/79 | 6 | 31 | 1.6 | 6.71 | 4600 |
| | | | | | | | 75 | 13680 | MIDDLE | 8/77 | 7 | 35 | 5.1 | 7.35 | 6650 |
| | | | | | | | 77 | 17890 | MIDDLE | 7/79 | 3 | 35 | 0.4 | 4.75 | 3300 |
| | | | | | | | 75 | 13680 | INNER | 8/77 | 6 | 47 | 2.3 | 3.06 | 2770 |
| | | | | | | | 77 | 17890 | INNER | 7/79 | 4 | 35 | 1.9 | 10.45 | 7200 |
| I 9064 | JEFFERSON | 5- 56 | 4.0- 4.5 | 0.5 | INTER | 12/76 | 75 | 13680 | OUTER | 8/77 | 5 | 33 | 2.1 | 0.81 | 6970 |
| I 9064 | JEFFERSON | 5- 56 | 3.1- 3.5 | 0.4 | INTER | 12/76 | 77 | 31120 | OUTER | 7/79 | 4 | 31 | 2.2 | 3.54 | 7600 |
| I 9064 | JEFFERSON | 5- 56 | 4.0- 4.5 | 0.5 | INTER | 12/76 | 75 | 13680 | MIDDLE | 8/77 | 5 | 39 | 6.4 | 0.52 | 4510 |
| I 9064 | JEFFERSON | 5- 56 | 3.1- 3.5 | 0.4 | INTER | 12/76 | 77 | 31120 | MIDDLE | 7/79 | 1 | 23 | 0.0 | 5.34 | 11400 |
| | | | | | | | | | INNER | 7/79 | 2 | 40 | 0.0 | 5.65 | 12000 |
| I 9064 | JEFFERSON | 5- 56 | 3.5- 4.0 | 0.5 | INTER | 12/76 | 77 | 31120 | OUTER | 7/79 | 4 | 31 | 1.1 | 3.54 | 7600 |
| | | | | | | | | | MIDDLE | 7/79 | 3 | 31 | 0.1 | 5.34 | 11400 |
| | | | | | | | | | INNER | 7/79 | 2 | 39 | 0.0 | 5.65 | 12000 |
| I 9064 | JEFFERSON | 5- 56 | 4.0- 4.5 | 0.5 | INTER | 12/76 | 77 | 42560 | OUTER | 7/79 | 4 | 33 | 2.1 | 4.17 | 8900 |
| | | | | | | | | | MIDDLE | 7/79 | 1 | 25 | 0.0 | 8.27 | 17600 |
| | | | | | | | | | INNER | 7/79 | 2 | 32 | 0.0 | 7.35 | 15700 |
| I 9064 | JEFFERSON | 5- 56 | 4.9- 6.4 | 1.5 | INTER | 9/70 | 77 | 42560 | OUTER | 7/79 | 12 | 35 | 2.5 | 16.00 | 9900 |
| | | | | | | | | | INNER | 7/79 | 6 | 35 | 1.7 | 18.26 | 11300 |
| I 9064 | JEFFERSON | 5- 56 | 6.4- 7.8 | 1.4 | INTER | 9/68 | 75 | 32500 | OUTER | 8/77 | 12 | 36 | 4.6 | 24.86 | 15330 |
| | | | | | | | 77 | 46680 | OUTER | 7/79 | 11 | 35 | 1.1 | 34.64 | 17500 |
| | | | | | | | 75 | 32500 | INNER | 8/77 | 10 | 40 | 2.4 | 15.60 | 9620 |
| | | | | | | | 77 | 46680 | INNER | 7/79 | 6 | 38 | 1.6 | 23.81 | 12100 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9064 | JEFFERSON | 5- 56 | 7.8- 9.5 | 1.7 | INTER | 8/70 | 75 | 37280 | OUTER | 8/77 | 15 | 32 | 2.5 | 25.24 | 19840 |
| | | | | | | | 77 | 47000 | OUTER | 7/79 | 14 | 29 | 2.5 | 34.89 | 21500 |
| | | | | | | | 75 | 37280 | INNER | 8/77 | 13 | 36 | 3.7 | 17.38 | 13660 |
| | | | | | | | 77 | 47000 | INNER | 7/79 | 6 | 31 | 0.5 | 25.37 | 15600 |
| I 9064 | JEFFERSON | 5- 56 | 9.5- 12.1 | 2.6 | INTER | 12/69 | 75 | 37280 | OUTER | 10/74 | 10 | 40 | 2.6 | 14.10 | 16110 |
| | | | | | | | | | OUTER | 8/77 | 21 | 36 | 2.1 | 25.24 | 18110 |
| | | | | | | | 77 | 44220 | OUTER | 7/79 | 20 | 33 | 2.5 | 34.25 | 19600 |
| | | | | | | | 75 | 37280 | INNER | 10/74 | 9 | 44 | 1.4 | 9.19 | 10500 |
| | | | | | | | | | INNER | 8/77 | 21 | 42 | 1.8 | 17.38 | 12470 |
| | | | | | | | 77 | 44220 | INNER | 7/79 | 11 | 37 | 1.6 | 24.73 | 14200 |
| I 9064 | JEFFERSON | 5- 56 | 12.1- 18.6 | 6.5 | INTER | 11/64 | 75 | 22000 | OUTER | 10/74 | 23 | 41 | 3.2 | 20.21 | 11210 |
| | | | | | | | | | INNER | 10/74 | 26 | 48 | 3.1 | 11.52 | 6390 |
| I 9064 | JEFFERSON | 5- 56 | 12.1- 14.9 | 2.8 | INTER | 11/64 | 75 | 37280 | OUTER | 9/77 | 31 | 36 | 3.2 | 29.21 | 12450 |
| | | | | | | | 77 | 40090 | OUTER | 7/79 | 24 | 32 | 2.6 | 36.71 | 13800 |
| | | | | | | | | | INNER | 7/79 | 1 | 36 | 0.0 | 22.33 | 8400 |
| I 9064 | JEFFERSON | 5- 56 | 14.9- 18.6 | 3.7 | INTER | 11/64 | 75 | 22000 | OUTER | 9/77 | 30 | 41 | 2.1 | 28.35 | 12090 |
| | | | | | | | 77 | 22820 | OUTER | 7/79 | 29 | 35 | 2.0 | 33.39 | 12500 |
| I 9064 | JEFFERSON | 5- 56 | 18.6- 19.3 | 0.7 | INTER | 11/61 | 75 | 15190 | OUTER | 10/74 | 3 | 45 | 0.3 | 20.83 | 8860 |
| | | | | | | | | | OUTER | 9/77 | 5 | 41 | 1.5 | 27.07 | 9360 |
| | | | | | | | 77 | 22820 | OUTER | 7/79 | 6 | 36 | 0.8 | 32.57 | 10100 |
| I 9064 | JEFFERSON -SHELBY | 5- 56 5-106 | 19.3- 25.3 | 6.0 | INTER | 12/61 | 75 | 15190 | OUTER | 10/74 | 25 | 42 | 3.0 | 20.83 | 8920 |
| | | | | | | | | | OUTER | 9/77 | 48 | 42 | 2.7 | 27.07 | 9400 |
| | | | | | | | 77 | 22090 | OUTER | 7/79 | 47 | 37 | 3.3 | 32.42 | 10100 |
| | | | | | | | 75 | 15190 | INNER | 10/74 | 25 | 50 | 2.6 | 8.93 | 3830 |
| I 9064 | SHELBY | 5-106 | 25.3- 31.8 | 6.5 | INTER | 12/61 | 75 | 14800 | OUTER | 10/74 | 23 | 40 | 3.2 | 19.73 | 8450 |
| | | | | | | | | | OUTER | 9/77 | 52 | 41 | 3.0 | 25.85 | 8980 |
| | | | | | | | 77 | 19450 | OUTER | 7/79 | 53 | 36 | 3.3 | 30.64 | 9600 |
| | | | | | | | 75 | 14800 | INNER | 10/74 | 24 | 49 | 2.1 | 7.63 | 3270 |
| I 9064 | SHELBY | 5-106 | 31.8- 38.1 | 6.3 | INTER | 6/62 | 75 | 14070 | OUTER | 10/74 | 25 | 42 | 3.9 | 21.09 | 9400 |
| | | | | | | | | | OUTER | 9/77 | 50 | 42 | 1.7 | 26.97 | 9680 |
| | | | | | | | 77 | 16930 | OUTER | 7/79 | 50 | 38 | 2.6 | 31.22 | 10000 |
| | | | | | | | 75 | 14070 | INNER | 10/74 | 23 | 54 | 3.0 | 8.39 | 3740 |
| I 9064 | SHELBY | 5-106 | 38.1- 43.3 | 5.2 | INTER | 12/61 | 75 | 14500 | OUTER | 10/74 | 19 | 41 | 3.5 | 19.17 | 8210 |
| | | | | | | | | | OUTER | 9/77 | 43 | 39 | 3.1 | 25.18 | 8750 |
| | | | | | | | 77 | 16290 | OUTER | 7/79 | 42 | 33 | 3.2 | 29.25 | 9100 |
| | | | | | | | 75 | 14500 | INNER | 10/74 | 20 | 52 | 3.0 | 6.39 | 2740 |
| I 9064 | SHELBY -FRANKLIN | 5-106 5- 37 | 43.3- 48.3 | 4.7 | INTER | 6/62 | 75 | 13730 | OUTER | 10/74 | 14 | 44 | 3.5 | 18.26 | 8150 |
| | | | | | | | | | OUTER | 9/77 | 31 | 42 | 2.3 | 24.05 | 8630 |
| | | | | | | | 77 | 16130 | OUTER | 7/79 | 36 | 35 | 3.6 | 28.15 | 9001 |
| | | | | | | | 75 | 13730 | INNER | 10/74 | 14 | 53 | 2.4 | 6.04 | 2690 |

PORTLAND CEMENT CONCRETE SURFACE - INTERSTATE (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9064 | FRANKLIN | 5- 37 | 48.0- 53.1 | 5.1 | INTER | 5/62 | 75 | 11970 | OUTER | 10/74 | 22 | 39 | 1.4 | 16.87 | 7470 |
| | | | | | | | | | OUTER | 9/77 | 41 | 41 | 1.6 | 22.05 | 7870 |
| | | | | | | | 77 | 14900 | OUTER | 7/79 | 36 | 34 | 2.1 | 25.95 | 8300 |
| | | | | | | | 75 | 11970 | INNER | 10/74 | 21 | 51 | 2.4 | 4.74 | 2100 |
| I 9064 | FRANKLIN | 5- 37 | 53.1- 57.9 | 4.8 | INTER | 11/62 | 75 | 15220 | OUTER | 10/74 | 18 | 36 | 2.7 | 15.81 | 7290 |
| | | | | | | | | | OUTER | 11/77 | 44 | 37 | 2.2 | 22.39 | 8170 |
| | | | | | | | 77 | 17500 | OUTER | 7/79 | 37 | 30 | 2.6 | 26.34 | 8700 |
| | | | | | | | 75 | 15220 | INNER | 10/74 | 19 | 48 | 3.4 | 4.40 | 2030 |
| | | | | | | | | | INNER | 11/77 | 7 | 54 | 1.9 | 6.53 | 2380 |
| I 9064 | FRANKLIN -WOODFORD | 5- 37 7-120 | 57.9- 65.3 | 7.4 | INTER | 9/73 | 75 | 10670 | OUTER | 10/74 | 26 | 42 | 4.1 | 3.29 | 17280 |
| | | | | | | | | | OUTER | 9/77 | 72 | 38 | 2.7 | 8.01 | 10920 |
| | | | | | | | 77 | 14160 | OUTER | 7/79 | 57 | 31 | 2.7 | 11.83 | 11200 |
| | | | | | | | 75 | 10670 | INNER | 10/74 | 28 | 53 | 2.8 | 0.75 | 3960 |
| | | | | | | | | | INNER | 9/77 | 15 | 58 | 4.3 | 1.83 | 2500 |
| | | | | | | | 77 | 14160 | INNER | 7/79 | 33 | 49 | 4.2 | 3.07 | 2900 |
| I 9064 | WOODFORD -FAYETTE | 7-120 7- 34 | 65.3- 75.2 | 9.9 | INTER | 9/73 | 75 | 11030 | OUTER | 10/74 | 36 | 43 | 3.3 | 2.96 | 15550 |
| | | | | | | | | | OUTER | 9/77 | 79 | 38 | 2.5 | 7.81 | 10640 |
| | | | | | | | 77 | 14550 | OUTER | 7/79 | 71 | 32 | 3.0 | 11.69 | 11100 |
| | | | | | | | 75 | 11030 | INNER | 10/74 | 36 | 52 | 2.3 | 0.60 | 3170 |
| | | | | | | | | | INNER | 9/77 | 6 | 56 | 0.5 | 1.75 | 2380 |
| | | | | | | | 77 | 14550 | INNER | 7/79 | 35 | 51 | 3.9 | 3.04 | 2900 |
| I 9064 | FAYETTE | 7- 34 | 82.3- 89.5 | 7.2 | INTER | 11/63 | 75 | 16220 | OUTER | 8/74 | 25 | 38 | 2.4 | 18.40 | 9390 |
| | | | | | | | | | OUTER | 9/77 | 57 | 35 | 1.7 | 25.24 | 9990 |
| | | | | | | | 77 | 15340 | OUTER | 9/79 | 57 | 35 | 1.9 | 29.39 | 10200 |
| | | | | | | | 75 | 16220 | INNER | 8/74 | 24 | 48 | 3.0 | 7.84 | 4000 |
| I 9064 | MONTGOMERY -BATH | 7- 87 9- 6 | 112.4-122.8 | 10.4 | INTER | 4/68 | 75 | 5400 | OUTER | 8/74 | 37 | 42 | 2.9 | 10.36 | 8980 |
| | | | | | | | | | OUTER | 9/77 | 79 | 38 | 2.5 | 13.09 | 7600 |
| | | | | | | | 77 | 7320 | OUTER | 9/79 | 83 | 39 | 2.2 | 15.59 | 7500 |
| | | | | | | | 75 | 5400 | INNER | 8/74 | 36 | 53 | 2.5 | 1.15 | 1000 |
| I 9064 | BATH | 9- 6 | 123.0-129.0 | 6.0 | INTER | 9/68 | 75 | 5390 | OUTER | 8/74 | 23 | 39 | 2.9 | 4.33 | 4010 |
| | | | | | | | | | OUTER | 9/77 | 48 | 39 | 1.8 | 7.05 | 4290 |
| | | | | | | | 77 | 7510 | OUTER | 9/79 | 49 | 39 | 1.8 | 9.61 | 4800 |
| | | | | | | | 75 | 5390 | INNER | 8/74 | 22 | 51 | 3.3 | 0.48 | 450 |
| I 9064 | ROWAN | 9-103 | 129.0-137.3 | 8.3 | INTER | 8/68 | 75 | 5390 | OUTER | 8/74 | 26 | 40 | 2.7 | 3.60 | 3290 |
| | | | | | | | | | OUTER | 9/77 | 65 | 41 | 3.2 | 6.32 | 3810 |
| | | | | | | | 77 | 6240 | OUTER | 9/79 | 66 | 42 | 2.7 | 8.41 | 4200 |
| | | | | | | | 75 | 5390 | INNER | 8/74 | 28 | 50 | 2.4 | 0.40 | 370 |
| I 9064 | ROWAN | 9-103 | 137.3-145.9 | 8.6 | INTER | 8/69 | 75 | 5350 | OUTER | 8/74 | 25 | 39 | 2.9 | 3.84 | 4220 |
| | | | | | | | | | OUTER | 9/77 | 66 | 39 | 2.3 | 6.55 | 4430 |
| | | | | | | | 77 | 5740 | OUTER | 9/79 | 69 | 40 | 2.7 | 8.45 | 4600 |
| | | | | | | | 75 | 5350 | INNER | 8/74 | 28 | 53 | 2.8 | 0.45 | 490 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9065 | SIMPSON | 3-107 | 0.0- 2.0 | 2.0 | INTER | 10/69 | 75 15070 | OUTER | 8/74 | 6 | 45 | 3.2 | 6.02 | 6780 |
| | | | | | | | | OUTER | 8/77 | 16 | 38 | 2.5 | 12.17 | 8530 |
| | | | | | | | 77 17060 | OUTER | 6/79 | 16 | 40 | 2.2 | 16.58 | 9400 |
| | | | | | | | 75 15070 | INNER | 8/74 | 5 | 51 | 3.3 | 2.03 | 2290 |
| I 9065 | SIMPSON | 3-107 | 2.0- 5.8 | 3.8 | INTER | 12/65 | 75 16580 | OUTER | 8/74 | 10 | 44 | 3.6 | 13.77 | 8670 |
| | | | | | | | | OUTER | 8/77 | 31 | 40 | 1.3 | 20.37 | 9580 |
| | | | | | | | 77 17150 | OUTER | 6/79 | 30 | 41 | 2.6 | 24.71 | 10000 |
| | | | | | | | 75 16580 | INNER | 8/74 | 8 | 58 | 3.5 | 5.19 | 3270 |
| I 9065 | SIMPSON | 3-107 | 5.8- 13.1 | 7.3 | INTER | 12/65 | 75 16580 | OUTER | 8/74 | 25 | 43 | 3.8 | 13.77 | 8670 |
| | | | | | | | | OUTER | 8/77 | 57 | 42 | 1.7 | 20.37 | 9580 |
| | | | | | | | 77 17580 | OUTER | 6/79 | 58 | 43 | 2.8 | 24.81 | 10100 |
| | | | | | | | 75 16580 | INNER | 8/74 | 25 | 57 | 2.5 | 5.19 | 3270 |
| I 9065 | SIMPSON -WARREN | 3-107 3-114 | 13.1- 22.3 | 9.2 | INTER | 11/65 | 75 15040 | OUTER | 8/74 | 30 | 41 | 2.8 | 14.40 | 8990 |
| | | | | | | | | OUTER | 8/77 | 71 | 38 | 2.4 | 20.53 | 9590 |
| | | | | | | | 77 17590 | OUTER | 6/79 | 72 | 39 | 2.6 | 25.07 | 10100 |
| | | | | | | | 75 15040 | INNER | 8/74 | 27 | 55 | 2.9 | 5.34 | 3330 |
| I 9065 | WARREN | 3-114 | 22.3- 28.5 | 6.2 | INTER | 11/66 | 75 15880 | OUTER | 8/74 | 20 | 43 | 2.6 | 12.06 | 8500 |
| | | | | | | | | OUTER | 9/77 | 49 | 41 | 1.6 | 18.74 | 9450 |
| | | | | | | | 77 17160 | OUTER | 6/79 | 45 | 39 | 2.5 | 22.84 | 9900 |
| | | | | | | | 75 15880 | INNER | 8/74 | 21 | 54 | 3.5 | 3.79 | 2670 |
| I 9065 | WARREN | 3-114 | 28.5- 35.6 | 7.1 | INTER | 11/66 | 75 16200 | OUTER | 8/74 | 28 | 40 | 2.1 | 15.43 | 10860 |
| | | | | | | | | OUTER | 9/77 | 58 | 43 | 3.0 | 22.20 | 11200 |
| | | | | | | | 77 16590 | OUTER | 6/79 | 54 | 38 | 2.3 | 26.15 | 11400 |
| | | | | | | | 75 16200 | INNER | 8/74 | 27 | 48 | 1.9 | 7.10 | 5000 |
| I 9065 | WARREN -BARREN | 3-114 3- 5 | 35.6- 47.7 | 12.1 | INTER | 5/69 | 75 16200 | OUTER | 8/74 | 47 | 37 | 3.0 | 9.96 | 10320 |
| | | | | | | | | OUTER | 9/77 | 92 | 44 | 2.1 | 16.74 | 10960 |
| | | | | | | | 77 18640 | OUTER | 7/79 | 00 | 39 | 3.5 | 21.31 | 11500 |
| | | | | | | | 75 16200 | INNER | 8/74 | 43 | 46 | 3.3 | 4.00 | 4150 |
| I 9065 | BARREN -HART | 3- 5 4- 50 | 47.7- 57.6 | 9.9 | INTER | 10/68 | 75 17170 | OUTER | 8/74 | 31 | 36 | 2.6 | 10.18 | 9510 |
| | | | | | | | | OUTER | 9/77 | 78 | 42 | 1.9 | 17.26 | 10570 |
| | | | | | | | 77 17940 | OUTER | 7/79 | 81 | 42 | 2.7 | 21.60 | 11000 |
| | | | | | | | 75 17170 | INNER | 8/74 | 30 | 47 | 4.3 | 3.85 | 3600 |
| I 9065 | HART | 4- 50 | 57.6- 61.0 | 3.4 | INTER | 11/67 | 75 17200 | OUTER | 8/74 | 12 | 39 | 3.2 | 12.84 | 10380 |
| | | | | | | | | OUTER | 9/77 | 28 | 39 | 2.1 | 19.93 | 11070 |
| | | | | | | | 77 18310 | OUTER | 7/79 | 26 | 39 | 2.3 | 24.35 | 11400 |
| | | | | | | | 75 17200 | INNER | 8/74 | 11 | 50 | 2.6 | 5.39 | 4350 |

PORTLAND CEMENT CONCRETE SURFACE - INTERSTATE (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9065 | LARUE | 4- 62 | 76.0- 78.7 | 2.7 | INTER | 10/63 | 75 | 18210 | OUTER | 9/77 | 19 | 37 | 2.9 | 20.56 | 8070 |
| | | | | | | | 77 | 18060 | OUTER | 7/79 | 21 | 40 | 3.4 | 24.84 | 8600 |
| I 9065 | HARDIN | 4- 47 | 78.7- 90.7 | 12.0 | INTER | 12/59 | 75 | 18500 | OUTER | 8/74 | 43 | 37 | 4.1 | 13.84 | 5160 |
| | | | | | | | | | OUTER | 9/77 | 96 | 38 | 2.5 | 21.31 | 6570 |
| | | | | | | | 77 | 18660 | OUTER | 7/79 | 97 | 40 | 3.3 | 25.73 | 7200 |
| | | | | | | | 75 | 18500 | INNER | 8/74 | 40 | 49 | 4.8 | 6.57 | 2450 |
| I 9065 | HARDIN | 4- 47 | 91.5-103.3 | 11.8 | INTER | 10/57 | 75 | 22900 | OUTER | 9/74 | 38 | 43 | 3.8 | 25.43 | 8220 |
| | | | | | | | | | OUTER | 10/77 | 93 | 39 | 3.3 | 33.95 | 9310 |
| | | | | | | | 77 | 25810 | OUTER | 7/79 | 89 | 44 | 4.7 | 39.56 | 10000 |
| | | | | | | | 75 | 22900 | INNER | 9/74 | 40 | 50 | 4.6 | 9.39 | 3040 |
| I 9065 | BULLITT | 5- 15 | 103.3-115.2 | 11.9 | INTER | 10/57 | 75 | 24200 | OUTER | 9/74 | 44 | 40 | 3.0 | 26.74 | 8650 |
| | | | | | | | | | OUTER | 10/77 | 93 | 37 | 2.1 | 35.59 | 9770 |
| | | | | | | | 77 | 30840 | OUTER | 7/79 | 95 | 39 | 3.2 | 42.10 | 10600 |
| | | | | | | | 75 | 24200 | INNER | 9/74 | 41 | 48 | 4.3 | 10.78 | 3490 |
| I 9065 | BULLITT -JEFFERSON | 5- 15 5- 56 | 115.2-128.3 | 13.1 | INTER | 10/57 | 75 | 25700 | OUTER | 9/74 | 44 | 39 | 3.7 | 36.59 | 11830 |
| | | | | | | | | | INNER | 9/74 | 46 | 45 | 4.1 | 19.14 | 6190 |
| I 9065 | JEFFERSON | 5- 56 | 128.3-130.8 | 2.5 | INTER | 10/57 | 75 | 28400 | OUTER | 9/74 | 12 | 37 | 2.8 | 37.39 | 12090 |
| | | | | | | | | | INNER | 9/74 | 10 | 41 | 2.3 | 20.10 | 6500 |
| I 9065 | JEFFERSON | 5- 56 | 130.8-136.7 | 5.9 | INTER | 9/71 | 75 | 78000 | OUTER | 10/74 | 22 | 38 | 4.1 | 10.51 | 18790 |
| I 9065 | JEFFERSON | 5- 56 | 130.8-136.4 | 5.6 | INTER | 9/71 | 77 | 85930 | OUTER | 7/79 | 42 | 36 | 3.8 | 24.81 | 17400 |
| I 9065 | JEFFERSON | 5- 56 | 130.8-136.7 | 5.9 | INTER | 9/71 | 75 | 78000 | MIDDLE | 10/74 | 24 | 38 | 4.0 | 20.66 | 36930 |
| I 9065 | JEFFERSON | 5- 56 | 130.8-136.4 | 5.6 | INTER | 9/71 | 77 | 85930 | MIDDLE | 7/79 | 22 | 34 | 4.7 | 49.99 | 35000 |
| I 9065 | JEFFERSON | 5- 56 | 130.8-136.7 | 5.9 | INTER | 9/71 | 75 | 78000 | INNER | 10/74 | 27 | 36 | 4.2 | 21.37 | 38200 |
| I 9065 | JEFFERSON | 5- 56 | 130.8-136.4 | 5.6 | INTER | 9/71 | 77 | 85930 | INNER | 7/79 | 23 | 38 | 4.8 | 49.28 | 34500 |
| I 9065 | JEFFERSON | 5- 56 | 136.4-136.7 | 0.3 | INTER | 9/71 | 77 | 91000 | OUTER | 7/79 | 6 | 32 | 1.0 | 25.28 | 17700 |
| | | | | | | | | | MIDDLE | 7/79 | 6 | 35 | 2.4 | 50.93 | 35600 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9071 | JEFFERSON | 5- 56 | 0.2- 1.7 | 1.5 | INTER | 5/67 | 75 | 37970 | OUTER | 7/77 | 12 | 39 | 2.2 | 51.13 | 27470 |
| | | | | | | | 77 | 38810 | OUTER | 7/79 | 12 | 33 | 2.0 | 59.07 | 26600 |
| | | | | | | | 75 | 37970 | INNER | 7/77 | 11 | 44 | 2.3 | 34.57 | 18570 |
| | | | | | | | 77 | 38810 | INNER | 7/79 | 6 | 36 | 1.8 | 40.57 | 18300 |
| I 9071 | JEFFERSON | 5- 56 | 1.7- 6.2 | 4.5 | INTER | 8/68 | 75 | 37970 | OUTER | 9/74 | 17 | 42 | 4.2 | 39.84 | 35750 |
| | | | | | | | | | INNER | 9/74 | 18 | 47 | 4.0 | 26.17 | 23480 |
| I 9071 | JEFFERSON | 5- 56 | 1.7- 5.0 | 3.3 | INTER | 8/68 | 75 | 37970 | OUTER | 7/77 | 26 | 42 | 2.6 | 51.13 | 31310 |
| | | | | | | | 77 | 31020 | OUTER | 7/79 | 26 | 37 | 3.1 | 57.59 | 28900 |
| | | | | | | | 75 | 37970 | INNER | 7/77 | 26 | 48 | 2.1 | 34.57 | 21170 |
| | | | | | | | 77 | 31020 | INNER | 7/79 | 13 | 40 | 3.6 | 38.47 | 19300 |
| I 9071 | JEFFERSON | 5- 56 | 5.0- 6.2 | 1.2 | INTER | 8/68 | 75 | 30000 | OUTER | 7/77 | 9 | 41 | 2.3 | 50.79 | 31100 |
| | | | | | | | 77 | 29670 | OUTER | 7/79 | 8 | 36 | 1.5 | 57.32 | 28800 |
| I 9071 | JEFFERSON | 5- 56 | 6.2- 9.1 | 2.9 | INTER | 9/68 | 75 | 17200 | OUTER | 9/74 | 12 | 38 | 5.7 | 25.19 | 22920 |
| | | | | | | | | | OUTER | 7/77 | 22 | 40 | 1.5 | 31.72 | 19610 |
| | | | | | | | 77 | 29670 | OUTER | 7/79 | 23 | 34 | 1.6 | 38.87 | 19700 |
| | | | | | | | 75 | 17200 | INNER | 9/74 | 10 | 48 | 2.5 | 13.99 | 12730 |
| I 9071 | JEFFERSON | 5- 56 | 9.1- 14.4 | 5.3 | INTER | 8/69 | 75 | 11420 | OUTER | 9/74 | 19 | 41 | 3.3 | 11.88 | 12750 |
| | -OLDHAM | 5- 93 | | | | | | | OUTER | 7/77 | 42 | 42 | 2.2 | 16.64 | 11470 |
| | | | | | | | 77 | 17510 | OUTER | 7/79 | 43 | 34 | 2.4 | 21.56 | 11900 |
| | | | | | | | 75 | 11420 | INNER | 9/74 | 20 | 50 | 4.3 | 6.52 | 7000 |
| I 9071 | OLDHAM | 5- 93 | 14.4- 21.5 | 7.1 | INTER | 8/69 | 75 | 11420 | OUTER | 9/74 | 24 | 40 | 4.2 | 11.88 | 12750 |
| | | | | | | | | | OUTER | 7/77 | 54 | 43 | 1.9 | 16.64 | 11470 |
| | | | | | | | 77 | 15440 | OUTER | 7/79 | 57 | 35 | 1.9 | 21.03 | 11600 |
| | | | | | | | 75 | 11420 | INNER | 9/74 | 24 | 51 | 4.4 | 6.52 | 7000 |
| I 9071 | OLDHAM | 5- 93 | 21.5- 27.7 | 6.2 | INTER | 7/69 | 75 | 10900 | OUTER | 9/74 | 22 | 43 | 2.9 | 8.11 | 8560 |
| | -HENRY | 5- 52 | | | | | | | OUTER | 7/77 | 48 | 44 | 2.2 | 12.69 | 8660 |
| | | | | | | | 77 | 12580 | OUTER | 7/79 | 45 | 38 | 2.0 | 16.34 | 9000 |
| | | | | | | | 75 | 10900 | INNER | 9/74 | 20 | 50 | 4.6 | 2.45 | 2590 |
| I 9071 | HENRY | 5- 52 | 27.7- 33.8 | 6.1 | INTER | 7/69 | 75 | 10370 | OUTER | 9/74 | 24 | 40 | 2.7 | 7.78 | 8210 |
| | | | | | | | | | OUTER | 7/77 | 47 | 42 | 2.0 | 12.18 | 8310 |
| | | | | | | | 77 | 11510 | OUTER | 7/79 | 50 | 37 | 2.3 | 15.55 | 8500 |
| | | | | | | | 75 | 10370 | INNER | 9/74 | 23 | 53 | 2.8 | 2.14 | 2250 |
| I 9071 | HENRY | 5- 52 | 33.8- 37.2 | 3.4 | INTER | 7/69 | 75 | 10370 | OUTER | 9/74 | 12 | 40 | 2.1 | 7.78 | 8210 |
| | | | | | | | | | OUTER | 7/77 | 27 | 43 | 2.1 | 12.18 | 8310 |
| | | | | | | | 77 | 11450 | OUTER | 7/79 | 27 | 38 | 2.1 | 15.53 | 8500 |
| | | | | | | | 75 | 10370 | INNER | 9/74 | 11 | 54 | 3.6 | 2.14 | 2250 |

PORTLAND CEMENT CONCRETE SURFACE - INTERSTATE (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9071 | HENRY -CARROLL | 5- 52 6- 21 | 37.2- 44.3 | 7.1 | INTER | 12/68 | 75 | 10370 | OUTER | 9/74 | 25 | 39 | 2.9 | 8.06 | 7650 |
| | | | | | | | | | OUTER | 7/77 | 57 | 38 | 2.2 | 12.46 | 7920 |
| | | | | | | | 77 | 12400 | OUTER | 7/79 | 58 | 35 | 2.9 | 16.09 | 8300 |
| | | | | | | | 75 | 10370 | INNER | 9/74 | 23 | 51 | 3.3 | 1.98 | 1880 |
| I 9071 | CARROLL | 6- 21 | 44.3- 50.1 | 5.8 | INTER | 1/68 | 75 | 10200 | OUTER | 9/74 | 23 | 39 | 3.4 | 10.27 | 8410 |
| | | | | | | | | | OUTER | 7/77 | 43 | 39 | 2.3 | 14.61 | 8400 |
| | | | | | | | 77 | 11570 | OUTER | 7/79 | 43 | 37 | 2.0 | 18.01 | 8600 |
| | | | | | | | 75 | 10200 | INNER | 9/74 | 21 | 52 | 3.9 | 2.81 | 2300 |
| I 9071 | CARROLL -GALLATIN | 6- 21 6- 39 | 50.1- 56.9 | 6.8 | INTER | 1/68 | 75 | 10200 | OUTER | 9/74 | 25 | 44 | 2.7 | 10.27 | 8410 |
| | | | | | | | | | OUTER | 7/77 | 54 | 38 | 2.6 | 14.61 | 8400 |
| | | | | | | | 77 | 11700 | OUTER | 7/79 | 53 | 39 | 3.4 | 18.05 | 8600 |
| | | | | | | | 75 | 10200 | INNER | 9/74 | 25 | 56 | 2.9 | 2.81 | 2300 |
| I 9071 | GALLATIN | 6- 39 | 56.9- 61.8 | 4.9 | INTER | 1/68 | 75 | 10200 | OUTER | 9/74 | 19 | 41 | 2.3 | 10.27 | 8410 |
| | | | | | | | | | OUTER | 7/77 | 40 | 35 | 1.7 | 14.61 | 8400 |
| | | | | | | | 77 | 11830 | OUTER | 7/79 | 39 | 36 | 2.3 | 18.30 | 8700 |
| | | | | | | | 75 | 10200 | INNER | 9/74 | 18 | 47 | 2.6 | 2.24 | 2300 |
| I 9071 | GALLATIN | 6- 39 | 61.8- 69.9 | 8.1 | INTER | 1/68 | 75 | 11660 | OUTER | 9/74 | 29 | 40 | 3.3 | 10.66 | 8730 |
| | | | | | | | | | OUTER | 7/77 | 63 | 36 | 3.0 | 15.50 | 8910 |
| | | | | | | | 77 | 14510 | OUTER | 7/79 | 65 | 36 | 2.4 | 19.63 | 9400 |
| | | | | | | | 75 | 11660 | INNER | 9/74 | 31 | 48 | 3.4 | 2.98 | 2450 |
| I 9071 | BOONE | 6- 8 | 69.9- 77.6 | 7.7 | INTER | 1/68 | 75 | 11060 | OUTER | 9/74 | 22 | 42 | 2.7 | 10.39 | 8510 |
| | | | | | | | | | OUTER | 7/77 | 51 | 37 | 2.1 | 15.03 | 8640 |
| | | | | | | | 77 | 14350 | OUTER | 7/79 | 56 | 36 | 2.0 | 19.15 | 9100 |
| | | | | | | | 75 | 11060 | INNER | 9/74 | 22 | 53 | 3.5 | 3.17 | 2600 |
| I 9075 | WHITLEY | 11-118 | 0.0- 3.6 | 3.6 | INTER | 11/62 | 75 | 16680 | OUTER | 7/74 | 11 | 39 | 4.0 | 14.65 | 6870 |
| | | | | | | | | | OUTER | 9/77 | 28 | 39 | 3.2 | 21.75 | 8030 |
| | | | | | | | 77 | 17810 | OUTER | 8/79 | 29 | 37 | 2.2 | 26.31 | 8600 |
| | | | | | | | 75 | 16680 | INNER | 7/74 | 13 | 50 | 3.4 | 3.71 | 1740 |
| I 9075 | WHITLEY | 11-118 | 3.6- 10.2 | 6.6 | INTER | 11/65 | 75 | 4920 | OUTER | 7/74 | 28 | 41 | 3.2 | 12.59 | 7940 |
| | | | | | | | | | OUTER | 9/77 | 49 | 41 | 2.6 | 15.14 | 7000 |
| | | | | | | | 77 | 17470 | OUTER | 8/79 | 53 | 39 | 2.8 | 20.65 | 8200 |
| | | | | | | | 75 | 4920 | INNER | 7/74 | 26 | 54 | 2.0 | 3.38 | 2130 |
| I 9075 | WHITLEY | 11-118 | 10.2- 15.4 | 5.2 | INTER | 10/66 | 75 | 14370 | OUTER | 7/74 | 15 | 39 | 3.1 | 11.33 | 7990 |
| | | | | | | | | | OUTER | 9/77 | 40 | 40 | 2.8 | 17.68 | 8860 |
| | | | | | | | 77 | 17350 | OUTER | 8/79 | 40 | 36 | 3.1 | 22.30 | 9500 |
| | | | | | | | 75 | 14370 | INNER | 7/74 | 15 | 53 | 2.5 | 3.03 | 2140 |
| I 9075 | WHITLEY | 11-118 | 15.4- 24.7 | 9.3 | INTER | 1/68 | 75 | 15400 | OUTER | 7/74 | 32 | 42 | 2.1 | 9.89 | 8310 |
| | | | | | | | | | OUTER | 9/77 | 71 | 39 | 2.4 | 16.58 | 9390 |
| | | | | | | | 77 | 19070 | OUTER | 8/79 | 73 | 35 | 2.2 | 21.54 | 10200 |
| | | | | | | | 75 | 15400 | INNER | 7/74 | 32 | 53 | 2.3 | 3.14 | 2640 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9075 | WHITLEY -LAUREL | 11-118 11- 63 | 24.7- 28.9 | 4.2 | INTER | 10/68 | 75 | 16220 | OUTER | 7/74 | 13 | 42 | 2.1 | 7.75 | 7360 |
| | | | | | | | | | OUTER | 9/77 | 33 | 39 | 2.1 | 14.71 | 9020 |
| | | | | | | | 77 | 20480 | OUTER | 8/79 | 34 | 35 | 2.0 | 19.95 | 10100 |
| | | | | | | | 75 | 16220 | INNER | 7/74 | 13 | 54 | 3.5 | 2.16 | 2050 |
| I 9075 | LAUREL | 11- 63 | 28.9- 34.4 | 5.5 | INTER | 10/69 | 75 | 16510 | OUTER | 7/74 | 18 | 38 | 2.7 | 8.91 | 10240 |
| | | | | | | | | | OUTER | 9/77 | 44 | 36 | 1.8 | 15.96 | 11030 |
| | | | | | | | 77 | 19920 | OUTER | 8/79 | 44 | 33 | 1.3 | 21.05 | 11700 |
| | | | | | | | 75 | 16510 | INNER | 7/74 | 19 | 49 | 2.4 | 3.43 | 3940 |
| I 9075 | LAUREL | 11- 63 | 34.4- 40.7 | 6.3 | INTER | 10/69 | 75 | 16200 | OUTER | 7/74 | 23 | 37 | 2.3 | 8.59 | 9860 |
| | | | | | | | | | OUTER | 9/77 | 49 | 36 | 2.1 | 15.54 | 10730 |
| | | | | | | | 77 | 20590 | OUTER | 8/79 | 48 | 33 | 1.2 | 20.81 | 11600 |
| | | | | | | | 75 | 16200 | INNER | 7/74 | 23 | 49 | 4.1 | 3.39 | 3890 |
| I 9075 | LAUREL | 11- 63 | 40.7- 46.9 | 6.2 | INTER | 10/69 | 75 | 16200 | OUTER | 8/74 | 24 | 40 | 2.2 | 8.60 | 9720 |
| | | | | | | | | | OUTER | 9/77 | 43 | 37 | 1.9 | 15.38 | 10620 |
| | | | | | | | 77 | 20500 | OUTER | 8/79 | 49 | 35 | 1.9 | 20.63 | 11500 |
| | | | | | | | 75 | 16200 | INNER | 8/74 | 25 | 50 | 3.6 | 3.35 | 3780 |
| I 9075 | LAUREL | 11- 63 | 46.9- 50.8 | 3.9 | INTER | 7/69 | 75 | 17260 | OUTER | 8/74 | 16 | 41 | 2.9 | 8.95 | 9610 |
| | | | | | | | | | OUTER | 9/77 | 30 | 36 | 2.5 | 16.05 | 10750 |
| | | | | | | | 77 | 20500 | OUTER | 8/79 | 30 | 35 | 2.7 | 21.23 | 11500 |
| | | | | | | | 75 | 17260 | INNER | 8/74 | 16 | 48 | 2.8 | 3.44 | 3690 |
| I 9075 | ROCKCASTLE | 8-102 | 65.2- 68.4 | 3.2 | INTER | 9/68 | 75 | 17760 | OUTER | 9/74 | 12 | 37 | 1.9 | 11.93 | 10870 |
| | | | | | | | | | OUTER | 9/77 | 26 | 35 | 1.8 | 18.99 | 11540 |
| | | | | | | | 77 | 22590 | OUTER | 8/79 | 24 | 32 | 1.7 | 24.61 | 12400 |
| | | | | | | | 75 | 17760 | INNER | 9/74 | 12 | 45 | 2.9 | 6.00 | 5470 |
| I 9075 | ROCKCASTLE -MADISON | 8-102 7- 76 | 68.4- 75.5 | 7.1 | INTER | 10/67 | 75 | 18630 | OUTER | 9/74 | 28 | 37 | 2.4 | 13.35 | 10560 |
| | | | | | | | | | OUTER | 9/77 | 52 | 35 | 1.9 | 20.65 | 11400 |
| | | | | | | | 77 | 22590 | OUTER | 8/79 | 56 | 32 | 2.3 | 26.22 | 12100 |
| | | | | | | | 75 | 18630 | INNER | 9/74 | 27 | 46 | 2.8 | 6.76 | 5340 |
| I 9075 | MADISON | 7- 76 | 75.5- 87.2 | 11.7 | INTER | 12/66 | 75 | 21840 | OUTER | 9/74 | 44 | 38 | 2.3 | 15.69 | 11080 |
| | | | | | | | | | OUTER | 9/77 | 90 | 38 | 1.9 | 23.87 | 12150 |
| | | | | | | | 77 | 22790 | OUTER | 8/79 | 92 | 35 | 1.8 | 29.30 | 12700 |
| | | | | | | | 75 | 21840 | INNER | 9/74 | 45 | 46 | 2.4 | 9.75 | 6880 |
| I 9075 | FAYETTE | 7- 34 | 100.4-103.7 | 3.3 | INTER | 11/63 | 75 | 22500 | OUTER | 9/74 | 14 | 33 | 1.8 | 23.21 | 11720 |
| | | | | | | | | | OUTER | 9/77 | 26 | 32 | 1.5 | 31.55 | 12480 |
| | | | | | | | 77 | 27640 | OUTER | 8/79 | 26 | 31 | 1.6 | 37.92 | 13200 |
| | | | | | | | 75 | 22500 | INNER | 9/74 | 13 | 43 | 2.6 | 14.05 | 7100 |
| I 9075 | FAYETTE | 7- 34 | 103.7-109.9 | 6.2 | INTER | 9/64 | 75 | 20210 | OUTER | 9/74 | 22 | 36 | 2.2 | 18.46 | 10100 |
| | | | | | | | | | OUTER | 9/77 | 47 | 32 | 1.6 | 26.20 | 11030 |
| | | | | | | | 77 | 29350 | OUTER | 8/79 | 32 | 32 | 1.4 | 33.06 | 12100 |
| | | | | | | | 75 | 20210 | INNER | 9/74 | 21 | 46 | 2.8 | 9.19 | 5030 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9075 | FAYETTE | 7- 34 | 109.9-116.1 | 6.2 | INTER | 7/64 | 75 | 29620 | OUTER | 10/74 | 10 | 39 | 3.5 | 23.55 | 12610 |
| | | | | | | | | | OUTER | 9/77 | 50 | 33 | 2.0 | 33.44 | 13890 |
| | | | | | | | | | INNER | 10/74 | 9 | 43 | 3.6 | 12.46 | 6670 |
| | | | | | | | | | INNER | 9/77 | 40 | 39 | 3.2 | 18.56 | 7710 |
| I 9075 | FAYETTE | 7- 34 | 116.1-118.4 | 2.3 | INTER | 8/64 | 75 | 30170 | OUTER | 10/74 | 26 | 41 | 3.4 | 22.10 | 11930 |
| | | | | | | | | | OUTER | 7/77 | 19 | 36 | 3.2 | 31.56 | 13360 |
| | | | | | | | 77 | 25820 | OUTER | 9/79 | 4 | 39 | 1.5 | 37.97 | 13800 |
| | | | | | | | 75 | 30170 | INNER | 10/74 | 26 | 47 | 3.5 | 12.11 | 6540 |
| | | | | | | | | | INNER | 7/77 | 11 | 40 | 4.0 | 18.04 | 7630 |
| I 9075 | FAYETTE -SCOTT | 7- 34 7-105 | 118.7-122.4 | 3.7 | INTER | 10/63 | 75 | 21760 | OUTER | 10/74 | 9 | 41 | 4.0 | 21.45 | 10700 |
| | | | | | | | | | OUTER | 7/77 | 29 | 38 | 1.1 | 29.04 | 11550 |
| | | | | | | | 77 | 23080 | OUTER | 9/79 | 29 | 38 | 1.2 | 35.23 | 12100 |
| | | | | | | | 75 | 21760 | INNER | 10/74 | 7 | 49 | 5.5 | 11.57 | 5770 |
| I 9075 | SCOTT | 7-105 | 122.4-124.7 | 2.3 | INTER | 10/63 | 75 | 21760 | OUTER | 10/74 | 11 | 42 | 2.9 | 21.45 | 10700 |
| | | | | | | | | | OUTER | 7/77 | 18 | 38 | 2.4 | 29.04 | 11550 |
| | | | | | | | 77 | 19480 | OUTER | 10/79 | 19 | 39 | 2.1 | 34.44 | 11800 |
| | | | | | | | 75 | 21760 | INNER | 10/74 | 8 | 51 | 4.2 | 11.57 | 5770 |
| I 9075 | SCOTT | 7-105 | 124.7-125.7 | 1.0 | INTER | 10/63 | 75 | 21760 | OUTER | 7/77 | 8 | 40 | 1.6 | 29.04 | 11550 |
| | | | | | | | 77 | 19900 | OUTER | 10/79 | 8 | 41 | 1.6 | 34.54 | 11900 |
| I 9075 | SCOTT | 7-105 | 125.7-132.0 | 6.3 | INTER | 6/63 | 75 | 20900 | OUTER | 10/74 | 26 | 37 | 3.2 | 19.76 | 9570 |
| | | | | | | | | | OUTER | 7/77 | 48 | 36 | 1.9 | 27.13 | 10540 |
| | | | | | | | 77 | 21140 | OUTER | 10/79 | 50 | 37 | 1.7 | 32.99 | 11100 |
| | | | | | | | 75 | 20900 | INNER | 10/74 | 21 | 49 | 2.4 | 10.03 | 4850 |
| I 9075 | SCOTT | 7-105 | 132.0-136.2 | 4.2 | INTER | 6/63 | 75 | 20900 | OUTER | 10/74 | 18 | 39 | 2.8 | 19.76 | 9570 |
| | | | | | | | | | OUTER | 7/77 | 34 | 36 | 1.5 | 27.14 | 10540 |
| | | | | | | | 77 | 20140 | OUTER | 10/79 | 35 | 38 | 2.1 | 32.75 | 11000 |
| | | | | | | | 75 | 20900 | INNER | 10/74 | 17 | 49 | 2.9 | 10.03 | 4850 |
| I 9075 | SCOTT | 7-105 | 136.2-140.3 | 4.1 | INTER | 8/63 | 75 | 20020 | OUTER | 10/74 | 14 | 39 | 2.2 | 19.74 | 9700 |
| | | | | | | | | | OUTER | 7/77 | 33 | 34 | 2.9 | 26.90 | 10570 |
| | | | | | | | 77 | 20410 | OUTER | 10/79 | 31 | 35 | 2.6 | 32.62 | 11100 |
| | | | | | | | 75 | 20020 | INNER | 10/74 | 12 | 50 | 1.6 | 8.98 | 4410 |
| I 9075 | SCOTT -GRANT | 7-105 6- 41 | 140.3-144.4 | 4.1 | INTER | 8/63 | 75 | 20020 | OUTER | 10/74 | 13 | 38 | 3.9 | 19.74 | 9700 |
| | | | | | | | | | OUTER | 7/77 | 31 | 34 | 2.7 | 26.90 | 10570 |
| | | | | | | | 77 | 21360 | OUTER | 9/79 | 32 | 34 | 3.2 | 32.77 | 11100 |
| | | | | | | | 75 | 20020 | INNER | 10/74 | 15 | 50 | 2.3 | 8.98 | 4410 |
| I 9075 | GRANT | 6- 41 | 144.4-148.6 | 4.2 | INTER | 11/63 | 75 | 20400 | OUTER | 10/74 | 17 | 39 | 3.3 | 21.19 | 10650 |
| | | | | | | | | | OUTER | 7/77 | 33 | 36 | 2.5 | 28.44 | 11380 |
| | | | | | | | 77 | 23670 | OUTER | 9/79 | 33 | 37 | 2.8 | 34.86 | 12000 |
| | | | | | | | 75 | 20400 | INNER | 10/74 | 14 | 52 | 1.9 | 11.67 | 5870 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9075 | GRANT | 6- 41 | 148.6-152.5 | 3.9 | INTER | 11/63 | 75 | 20400 | OUTER | 10/74 | 14 | 39 | 2.4 | 21.19 | 10650 |
| | | | | | | | | | OUTER | 7/77 | 32 | 36 | 2.5 | 28.45 | 11380 |
| | | | | | | | 77 | 23670 | OUTER | 9/79 | 32 | 39 | 3.0 | 34.86 | 12000 |
| | | | | | | | 75 | 20400 | INNER | 10/74 | 11 | 50 | 3.1 | 11.67 | 5870 |
| I 9075 | GRANT | 6- 41 | 152.5-154.2 | 1.7 | INTER | 11/63 | 75 | 20400 | OUTER | 10/74 | 6 | 41 | 2.4 | 21.19 | 10650 |
| | | | | | | | | | OUTER | 7/77 | 13 | 35 | 2.0 | 28.44 | 11380 |
| | | | | | | | 77 | 23670 | OUTER | 9/79 | 14 | 38 | 2.4 | 34.86 | 12000 |
| | | | | | | | 75 | 20400 | INNER | 10/74 | 13 | 49 | 3.6 | 11.67 | 5870 |
| I 9075 | GRANT | 6- 41 | 154.2-158.5 | 4.3 | INTER | 8/62 | 75 | 20280 | OUTER | 10/74 | 16 | 36 | 3.2 | 23.22 | 10470 |
| | | | | | | | | | OUTER | 7/77 | 33 | 35 | 2.7 | 30.44 | 11160 |
| | | | | | | | 77 | 23960 | OUTER | 9/79 | 34 | 36 | 4.1 | 36.93 | 11800 |
| | | | | | | | 75 | 20280 | INNER | 10/74 | 16 | 44 | 2.8 | 12.57 | 5670 |
| I 9075 | GRANT | 6- 41 | 158.5-166.3 | 7.8 | INTER | 11/61 | 75 | 21190 | OUTER | 10/74 | 29 | 36 | 3.5 | 25.98 | 11040 |
| | | | | | | | | | OUTER | 7/77 | 64 | 35 | 2.1 | 33.44 | 11670 |
| | | | | | | | 77 | 22400 | OUTER | 9/79 | 62 | 36 | 2.4 | 39.51 | 12100 |
| | | | | | | | 75 | 21190 | INNER | 10/74 | 29 | 46 | 2.9 | 14.27 | 6060 |
| I 9075 | KENTON | 6- 59 | 166.3-171.3 | 5.0 | INTER | 4/62 | 75 | 22210 | OUTER | 10/74 | 19 | 42 | 3.2 | 31.27 | 13720 |
| | -BOONE | 6- 8 | | | | | | | OUTER | 7/77 | 39 | 39 | 2.3 | 38.96 | 13970 |
| | | | | | | | | | INNER | 10/74 | 18 | 51 | 2.1 | 15.72 | 6900 |
| I 9075 | BOONE | 6- 8 | 171.3-175.2 | 3.9 | INTER | 4/62 | 75 | 42200 | OUTER | 10/74 | 16 | 38 | 2.8 | 23.09 | 10140 |
| | | | | | | | | | OUTER | 7/77 | 31 | 38 | 1.7 | 27.61 | 9900 |
| | | | | | | | | | MIDDLE | 10/74 | 16 | 43 | 3.9 | 21.64 | 9500 |
| | | | | | | | | | MIDDLE | 7/77 | 19 | 38 | 1.6 | 29.59 | 10610 |
| | | | | | | | | | INNER | 10/74 | 9 | 40 | 2.4 | 16.34 | 7170 |
| | | | | | | | | | INNER | 7/77 | 18 | 45 | 1.3 | 25.37 | 9100 |
| I 9075 | BOONE | 6- 8 | 175.2-180.1 | 4.9 | INTER | 4/62 | 75 | 44060 | OUTER | 10/74 | 19 | 36 | 4.0 | 27.26 | 11970 |
| | | | | | | | | | OUTER | 7/77 | 37 | 36 | 2.2 | 31.98 | 11470 |
| | | | | | | | | | MIDDLE | 10/74 | 16 | 45 | 4.2 | 25.23 | 11070 |
| | | | | | | | | | MIDDLE | 7/77 | 37 | 39 | 2.4 | 33.53 | 12030 |
| | | | | | | | | | INNER | 10/74 | 16 | 41 | 2.4 | 18.58 | 8150 |
| | | | | | | | | | INNER | 7/77 | 36 | 43 | 2.4 | 28.01 | 10050 |
| I 9075 | BOONE | 6- 8 | 180.1-183.3 | 3.2 | INTER | 4/62 | 75 | 58180 | OUTER | 10/74 | 14 | 36 | 1.8 | 35.06 | 15390 |
| | | | | | | | | | OUTER | 7/77 | 26 | 33 | 1.9 | 40.69 | 14600 |
| | | | | | | | | | MIDDLE | 10/74 | 12 | 44 | 2.6 | 34.21 | 15010 |
| | | | | | | | | | MIDDLE | 7/77 | 25 | 34 | 1.4 | 46.07 | 16520 |
| | | | | | | | | | INNER | 10/74 | 12 | 38 | 2.2 | 33.44 | 14680 |
| | | | | | | | | | INNER | 7/77 | 24 | 38 | 3.8 | 45.60 | 16350 |

PORTLAND CEMENT CONCRETE SURFACE - INTERSTATE (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9075 | KENTON | 6- 59 | 183.3-187.7 | 4.4 | INTER | 1/63 | 75 78770 | OUTER | 10/74 | 18 | 33 | 3.4 | 40.29 | 18820 |
| | | | | | | | | MIDDLE | 10/74 | 15 | 41 | 3.1 | 44.83 | 20940 |
| | | | | | | | | INNER | 10/74 | 18 | 35 | 4.0 | 43.38 | 20260 |
| I 9075 | KENTON | 6- 59 | 183.3-184.4 | 1.1 | INTER | 1/63 | 75 78770 | OUTER | 7/77 | 10 | 33 | 1.8 | 48.31 | 18230 |
| | | | | | | | | MIDDLE | 7/77 | 11 | 34 | 2.0 | 60.88 | 22970 |
| | | | | | | | | INNER | 7/77 | 9 | 36 | 3.1 | 59.43 | 22420 |
| I 9075 | KENTON | 6- 59 | 185.5-187.7 | 2.2 | INTER | 1/63 | 75 78770 | OUTER | 7/77 | 15 | 32 | 1.7 | 48.31 | 18230 |
| | | | | | | | | MIDDLE | 7/77 | 11 | 34 | 3.5 | 60.88 | 22970 |
| | | | | | | | | INNER | 7/77 | 14 | 36 | 4.5 | 59.43 | 22420 |
| I 9075 | KENTON | 6- 59 | 187.7-191.1 | 3.4 | INTER | 7/62 | 75109020 | OUTER | 10/74 | 13 | 32 | 2.1 | 57.46 | 25730 |
| | | | | | | | | MIDDLE | 10/74 | 13 | 35 | 4.7 | 55.78 | 24980 |
| | | | | | | | | INNER | 10/74 | 14 | 31 | 2.5 | 63.70 | 28530 |
| I 9264 | JEFFERSON | 5- 56 | 0.0- 7.5 | 7.5 | INTER | 9/70 | 75 36150 | OUTER | 10/74 | 27 | 42 | 5.0 | 8.59 | 11570 |
| | | | | | | | | INNER | 10/74 | 28 | 52 | 2.9 | 3.81 | 5130 |
| I 9264 | JEFFERSON | 5- 56 | 0.5- 1.7 | 1.2 | INTER | 12/68 | 75 28000 | OUTER | 8/77 | 8 | 41 | 2.6 | 27.78 | 17640 |
| | | | | | | | 77 30200 | OUTER | 7/79 | 10 | 31 | 2.2 | 34.17 | 17800 |
| | | | | | | | 75 28000 | INNER | 8/77 | 9 | 46 | 3.4 | 16.29 | 10340 |
| | | | | | | | 77 30200 | INNER | 7/79 | 6 | 32 | 3.3 | 20.30 | 10500 |
| I 9264 | JEFFERSON | 5- 56 | 1.7- 2.9 | 1.2 | INTER | 11/70 | 75 31630 | OUTER | 8/77 | 9 | 43 | 2.4 | 23.56 | 19230 |
| | | | | | | | 77 31170 | OUTER | 7/79 | 10 | 35 | 2.2 | 12.0 | 7590 |
| | | | | | | | 75 31630 | MIDDLE | 8/77 | 9 | 45 | 4.5 | 15.34 | 12530 |
| | | | | | | | 77 31170 | MIDDLE | 7/79 | 5 | 35 | 2.8 | 17.8 | 11260 |
| | | | | | | | | INNER | 7/79 | 6 | 38 | 7.5 | 19.8 | 12520 |
| I 9264 | JEFFERSON | 5- 56 | 2.9- 3.8 | 0.9 | INTER | 11/70 | 75 36150 | OUTER | 8/77 | 8 | 42 | 3.1 | 25.72 | 20990 |
| | | | | | | | 77 33920 | OUTER | 7/79 | 6 | 33 | 1.7 | 13.4 | 8480 |
| | | | | | | | 75 36150 | MIDDLE | 8/77 | 7 | 43 | 3.6 | 18.53 | 15130 |
| | | | | | | | 77 33920 | MIDDLE | 7/79 | 4 | 34 | 0.5 | 20.1 | 12710 |
| | | | | | | | | INNER | 7/79 | 2 | 35 | 0.0 | 20.9 | 13220 |
| I 9264 | JEFFERSON | 5- 56 | 3.8- 4.5 | 0.7 | INTER | 10/70 | 75 37300 | OUTER | 8/77 | 6 | 39 | 3.7 | 26.76 | 21570 |
| | | | | | | | 77 34320 | OUTER | 7/79 | 8 | 34 | 4.5 | 13.9 | 8710 |
| | | | | | | | 75 37300 | MIDDLE | 8/77 | 6 | 42 | 2.7 | 19.68 | 15860 |
| | | | | | | | 77 34320 | MIDDLE | 7/79 | 3 | 30 | 1.1 | 20.7 | 12970 |
| | | | | | | | | INNER | 7/79 | 4 | 41 | 4.0 | 23.1 | 14470 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9264 | JEFFERSON | 5- 56 | 5.9- 7.1 | 1.2 | INTER | 1/71 | 75 | 30310 | OUTER | 8/77 | 9 | 39 | 2.1 | 22.14 | 18530 |
| | | | | | | | 77 | 32280 | OUTER | 7/79 | 9 | 33 | 2.0 | 11.5 | 7410 |
| | | | | | | | 75 | 30310 | MIDDLE | 8/77 | 9 | 42 | 3.7 | 13.91 | 11650 |
| | | | | | | | 77 | 32280 | MIDDLE | 7/79 | 5 | 29 | 1.7 | 17.5 | 11280 |
| | | | | | | | | | INNER | 7/79 | 4 | 39 | 4.9 | 19.4 | 12510 |
| I 9264 | JEFFERSON | 5- 56 | 7.1- 8.2 | 1.1 | INTER | 9/73 | 75 | 46000 | OUTER | 8/77 | 9 | 41 | 3.7 | 18.05 | 25490 |
| | | | | | | | 77 | 51730 | OUTER | 10/79 | 9 | 34 | 4.3 | 10.2 | 8190 |
| | | | | | | | 75 | 46000 | MIDDLE | 8/77 | 9 | 42 | 3.1 | 14.56 | 20570 |
| | | | | | | | 77 | 51730 | MIDDLE | 10/79 | 5 | 33 | 8.8 | 18.7 | 15010 |
| | | | | | | | | | INNER | 10/79 | 3 | 49 | 0.6 | 21.7 | 17420 |
| I 9264 | JEFFERSON | 5- 56 | 20.2- 22.1 | 1.9 | INTER | 9/67 | 75 | 57000 | OUTER | 10/74 | 8 | 42 | 4.5 | 24.93 | 19340 |
| | | | | | | | | | INNER | 10/74 | 7 | 48 | 3.1 | 16.44 | 12750 |
| I 9264 | JEFFERSON | 5- 56 | 22.6- 23.1 | 0.7 | INTER | 8/68 | 77 | 27180 | OUTER | 7/79 | 4 | 37 | 1.7 | 35.16 | 17700 |
| | | | | | | | | | INNER | 7/79 | 2 | 41 | 2.8 | 20.74 | 10400 |
| I 9275 | KENTON | 6- 59 | 0.0- 0.6 | 0.6 | INTER | 7/77 | 77 | 17100 | OUTER | 9/79 | 4 | 43 | 6.9 | 2.03 | 5100 |
| I 9275 | KENTON | 6- 59 | 0.6- 4.1 | 3.5 | INTER | 9/73 | 77 | 8580 | OUTER | 9/79 | 14 | 37 | 1.7 | 3.26 | 3000 |
| | -BOONE | 6- 8 | | | | | | | OUTER | 9/79 | 14 | 45 | 4.7 | 1.24 | 3000 |
| I 9275 | BOONE | 6- 8 | 4.1- 7.4 | 3.3 | INTER | 6/77 | 77 | 8390 | OUTER | 9/79 | 27 | 51 | 3.9 | 1.22 | 2900 |
| I 9275 | BOONE | 6- 8 | 7.4- 13.5 | 6.1 | INTER | 8/77 | 77 | 7200 | OUTER | 9/79 | 50 | 49 | 4.7 | 2.39 | 6200 |
| I 9275 | KENTON | 6- 59 | 77.7- 78.0 | 0.3 | INTER | 4/76 | 77 | 12240 | OUTER | 9/79 | 2 | 42 | 0.0 | 6.15 | 9800 |
| I 9275 | KENTON | 6- 59 | 78.1- 79.0 | 0.9 | INTER | 4/76 | 77 | 12240 | OUTER | 9/79 | 8 | 42 | 4.9 | 6.15 | 9800 |
| I 9275 | KENTON | 6- 59 | 79.0- 82.4 | 3.4 | INTER | 11/77 | 77 | 15980 | OUTER | 9/79 | 25 | 40 | 3.9 | 4.09 | 12100 |
| I 9275 | KENTON | 6- 59 | 82.4- 83.5 | 1.1 | INTER | 7/76 | 77 | 18590 | OUTER | 9/79 | 9 | 47 | 7.5 | 7.68 | 13200 |
| I 9275 | KENTON | 6- 59 | 83.5- 83.7 | 0.2 | INTER | 7/77 | 77 | 18590 | OUTER | 9/79 | 1 | 57 | 0.0 | 2.16 | 5400 |

PORTLAND CEMENT CONCRETE SURFACE - TOLLS ROADS



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PK9000 | CLARK | 7- 25 | 0.0- 4.3 | 4.3 | FAP-PKY | 11/62 | 75 | 5800 | OUTER | 9/74 | 16 | 39 | 3.4 | 7.25 | 3350 |
| | | | | | | | | | OUTER | 7/77 | 17 | 32 | 1.8 | 9.86 | 3690 |
| | | | | | | | 77 | 6470 | OUTER | 9/79 | 17 | 39 | 1.7 | 12.19 | 4000 |
| | | | | | | | 75 | 5800 | INNER | 9/74 | 16 | 55 | 2.3 | 0.82 | 380 |
| PK9000 | CLARK | 7- 25 | 4.3- 10.6 | 6.3 | FAP-PKY | 11/62 | 75 | 5800 | OUTER | 9/74 | 26 | 40 | 1.9 | 7.23 | 3350 |
| | | | | | | | | | OUTER | 7/77 | 25 | 34 | 1.8 | 9.84 | 3690 |
| | | | | | | | 77 | 6470 | OUTER | 9/79 | 25 | 40 | 2.1 | 12.17 | 4000 |
| | | | | | | | 75 | 5800 | INNER | 9/74 | 25 | 53 | 2.2 | 0.81 | 380 |
| PK9000 | CLARK -POWELL | 7- 25 10- 99 | 10.6- 16.1 | 5.5 | FAP-PKY | 11/62 | 75 | 5800 | OUTER | 9/74 | 21 | 38 | 2.2 | 7.25 | 3350 |
| | | | | | | | | | OUTER | 7/77 | 22 | 33 | 2.2 | 9.86 | 3690 |
| | | | | | | | 77 | 6740 | OUTER | 9/79 | 22 | 39 | 1.7 | 12.30 | 4000 |
| | | | | | | | 75 | 5800 | INNER | 9/74 | 20 | 51 | 2.9 | 0.82 | 380 |
| PK9000 | POWELL | 10- 99 | 16.1- 18.9 | 2.8 | FAP-PKY | 11/62 | 75 | 5800 | OUTER | 9/74 | 10 | 39 | 2.5 | 6.63 | 3070 |
| | | | | | | | | | OUTER | 7/77 | 11 | 36 | 1.8 | 9.24 | 3460 |
| | | | | | | | 77 | 6990 | OUTER | 9/79 | 11 | 42 | 2.7 | 11.77 | 3800 |
| | | | | | | | 75 | 5800 | INNER | 9/74 | 11 | 51 | 2.6 | 0.75 | 350 |
| PK9000 | POWELL | 10- 99 | 18.9- 24.6 | 5.7 | FAP-PKY | 11/62 | 75 | 5800 | OUTER | 9/74 | 21 | 36 | 3.1 | 6.64 | 3070 |
| | | | | | | | | | OUTER | 7/77 | 23 | 34 | 2.4 | 9.25 | 3460 |
| | | | | | | | 77 | 7350 | OUTER | 9/79 | 23 | 39 | 2.3 | 11.92 | 3900 |
| | | | | | | | 75 | 5800 | INNER | 9/74 | 18 | 51 | 3.5 | 0.75 | 350 |
| PK9000 | POWELL | 10- 99 | 24.6- 28.3 | 3.7 | FAP-PKY | 11/62 | 75 | 5030 | OUTER | 9/74 | 16 | 41 | 2.6 | 5.20 | 2410 |
| | | | | | | | | | OUTER | 7/77 | 15 | 36 | 1.8 | 7.50 | 2810 |
| | | | | | | | 77 | 5540 | OUTER | 9/79 | 14 | 42 | 2.7 | 9.52 | 3100 |
| | | | | | | | 75 | 5030 | INNER | 9/74 | 14 | 55 | 2.7 | 0.57 | 270 |
| PK9000 | POWELL | 10- 99 | 28.3- 33.0 | 4.7 | FAP-PKY | 11/62 | 75 | 5030 | OUTER | 9/74 | 18 | 40 | 3.7 | 5.34 | 2470 |
| | | | | | | | | | OUTER | 7/77 | 19 | 31 | 2.1 | 7.64 | 2860 |
| | | | | | | | 77 | 5540 | OUTER | 9/79 | 19 | 36 | 3.2 | 9.66 | 3100 |
| | | | | | | | 75 | 5030 | INNER | 9/74 | 18 | 54 | 3.7 | 0.59 | 270 |
| PK9000 | POWELL -WOLFE | 10- 99 10-119 | 33.0- 37.4 | 4.4 | FAP-PKY | 12/62 | 75 | 5030 | OUTER | 9/74 | 14 | 36 | 3.5 | 5.33 | 2480 |
| | | | | | | | | | OUTER | 7/77 | 18 | 32 | 3.5 | 7.63 | 2870 |
| | | | | | | | 77 | 5540 | OUTER | 9/79 | 22 | 35 | 3.7 | 9.65 | 3200 |
| | | | | | | | 75 | 5030 | INNER | 9/74 | 13 | 55 | 2.5 | 0.58 | 270 |
| PK9000 | WOLFE | 10-119 | 37.4- 43.1 | 5.7 | FAP-PKY | 12/62 | 75 | 5030 | OUTER | 9/74 | 23 | 38 | 3.8 | 5.34 | 2490 |
| | | | | | | | | | OUTER | 7/77 | 23 | 32 | 5.0 | 7.64 | 2880 |
| | | | | | | | 77 | 6030 | OUTER | 9/79 | 45 | 36 | 4.2 | 9.82 | 3200 |
| | | | | | | | 75 | 5030 | INNER | 9/74 | 19 | 51 | 3.3 | 0.59 | 280 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PK9001 | HOPKINS | 2- 54 | 25.7- 37.2 | 11.5 | FAP-PKY | 11/63 | 75 | 3040 | OUTER | 7/74 | 34 | 52 | 3.5 | 4.16 | 2130 |
| | | | | | | | | | OUTER | 6/77 | 48 | 51 | 2.1 | 5.65 | 2280 |
| | | | | | | | 77 | 3520 | OUTER | 8/79 | 46 | 46 | 5.0 | 6.94 | 2400 |
| | | | | | | | 75 | 3040 | INNER | 7/74 | 34 | 53 | 3.0 | 0.45 | 230 |
| PK9001 | HOPKINS | 2- 54 | 37.2- 43.4 | 6.2 | FAP-PKY | 11/63 | 75 | 3210 | OUTER | 7/74 | 13 | 46 | 2.5 | 4.17 | 2130 |
| | -MUHLENBERG | 2- 89 | | | | | | | OUTER | 6/77 | 24 | 51 | 2.5 | 5.73 | 2310 |
| | | | | | | | 77 | 3590 | OUTER | 8/79 | 23 | 46 | 4.6 | 7.04 | 2500 |
| | | | | | | | 75 | 3210 | INNER | 7/74 | 16 | 53 | 2.9 | 0.46 | 240 |
| PK9001 | MUHLENBERG | 2- 89 | 43.4- 49.8 | 6.4 | FAP-PKY | 10/63 | 75 | 3210 | OUTER | 7/74 | 19 | 48 | 2.7 | 3.27 | 1660 |
| | | | | | | | | | OUTER | 6/77 | 24 | 49 | 2.7 | 4.83 | 1940 |
| | | | | | | | 77 | 3590 | OUTER | 7/79 | 26 | 47 | 2.7 | 6.13 | 2100 |
| | | | | | | | 75 | 3210 | INNER | 7/74 | 19 | 51 | 1.7 | 0.47 | 240 |
| PK9001 | MUHLENBERG | 2- 89 | 49.8- 55.0 | 5.2 | FAP-PKY | 10/63 | 75 | 3210 | OUTER | 7/74 | 16 | 47 | 3.3 | 4.55 | 2310 |
| | | | | | | | | | OUTER | 6/77 | 22 | 49 | 2.2 | 6.11 | 2450 |
| | | | | | | | 77 | 3590 | OUTER | 7/79 | 20 | 42 | 6.3 | 7.41 | 2600 |
| | | | | | | | 75 | 3210 | INNER | 7/74 | 16 | 52 | 2.5 | 0.50 | 260 |
| PK9001 | MUHLENBERG | 2- 89 | 55.0- 58.9 | 3.9 | FAP-PKY | 10/63 | 75 | 3210 | OUTER | 7/74 | 8 | 46 | 3.0 | 4.89 | 2480 |
| | | | | | | | | | OUTER | 6/77 | 13 | 48 | 2.3 | 6.45 | 2580 |
| | | | | | | | 77 | 3590 | OUTER | 7/79 | 17 | 45 | 3.9 | 7.75 | 2700 |
| | | | | | | | 75 | 3210 | INNER | 7/74 | 8 | 52 | 1.0 | 0.54 | 280 |
| PK9001 | MUHLENBERG | 2- 89 | 58.9- 65.7 | 6.8 | FAP-PKY | 10/63 | 75 | 3210 | OUTER | 7/74 | 23 | 47 | 2.8 | 5.10 | 2590 |
| | | | | | | | | | OUTER | 6/77 | 27 | 49 | 2.0 | 6.66 | 2670 |
| | | | | | | | 77 | 3590 | OUTER | 8/79 | 25 | 49 | 4.0 | 7.97 | 2800 |
| | | | | | | | 75 | 3210 | INNER | 7/74 | 23 | 50 | 2.2 | 0.57 | 290 |
| PK9001 | OHIO | 2- 92 | 65.7- 71.9 | 6.2 | FAP-PKY | 10/63 | 75 | 3210 | OUTER | 7/74 | 19 | 49 | 2.3 | 5.10 | 2590 |
| | | | | | | | | | OUTER | 6/77 | 24 | 50 | 1.9 | 6.66 | 2670 |
| | | | | | | | 77 | 3590 | OUTER | 7/79 | 24 | 49 | 5.0 | 7.96 | 2800 |
| | | | | | | | 75 | 3210 | INNER | 7/74 | 18 | 51 | 1.9 | 0.57 | 290 |
| PK9001 | OHIO | 2- 92 | 71.9- 82.8 | 10.9 | FAP-PKY | 10/63 | 75 | 3210 | OUTER | 6/77 | 43 | 52 | 3.0 | 6.65 | 2660 |
| | | | | | | | | | OUTER | 9/74 | 34 | 51 | 3.6 | 5.16 | 2580 |
| | | | | | | | 77 | 3700 | OUTER | 7/79 | 44 | 48 | 4.4 | 7.99 | 2800 |
| | | | | | | | 75 | 3210 | INNER | 9/74 | 35 | 52 | 3.8 | 0.57 | 290 |
| PK9001 | OHIO | 2- 92 | 82.8- 89.9 | 7.1 | FAP-PKY | 10/63 | 75 | 3590 | OUTER | 9/74 | 26 | 49 | 4.4 | 5.19 | 2600 |
| | -GRAYSON | 4- 43 | | | | | | | OUTER | 6/77 | 28 | 55 | 2.3 | 6.84 | 2740 |
| | | | | | | | 77 | 3640 | OUTER | 7/79 | 31 | 50 | 4.8 | 8.13 | 2800 |
| | | | | | | | 75 | 3590 | INNER | 9/74 | 26 | 52 | 4.0 | 0.58 | 290 |
| PK9001 | GRAYSON | 4- 43 | 89.9- 97.5 | 7.6 | FAP-PKY | 10/63 | 75 | 3590 | OUTER | 9/74 | 24 | 47 | 3.8 | 5.24 | 2620 |
| | | | | | | | | | OUTER | 6/77 | 35 | 52 | 2.8 | 6.89 | 2760 |
| | | | | | | | 77 | 3640 | OUTER | 8/79 | 30 | 50 | 5.0 | 8.20 | 2800 |
| | | | | | | | 75 | 3590 | INNER | 9/74 | 20 | 52 | 3.0 | 0.58 | 290 |

PORTLAND CEMENT CONCRETE SURFACE - TOLL ROADS (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PK9001 | GRAYSON | 4- 43 | 97.5-106.5 | 9.0 | FAP-PKY | 10/63 | 75 | 3590 | OUTER | 9/74 | 27 | 51 | 3.2 | 5.64 | 2830 |
| | | | | | | | | | OUTER | 6/77 | 37 | 53 | 2.8 | 7.29 | 2920 |
| | | | | | | | 77 | 3640 | OUTER | 8/79 | 35 | 49 | 6.0 | 8.60 | 3000 |
| | | | | | | | 75 | 3590 | INNER | 9/74 | 28 | 51 | 3.6 | 0.61 | 310 |
| PK9001 | GRAYSON | 4- 43 | 106.5-117.2 | 10.7 | FAP-PKY | 10/63 | 75 | 3590 | OUTER | 9/74 | 37 | 46 | 4.4 | 5.87 | 2940 |
| | | | | | | | | | OUTER | 6/77 | 44 | 49 | 4.8 | 7.52 | 3010 |
| | | | | | | | 77 | 3640 | OUTER | 7/79 | 42 | 51 | 4.5 | 8.79 | 3100 |
| | | | | | | | 75 | 3590 | INNER | 9/74 | 38 | 54 | 3.1 | 0.64 | 320 |
| PK9002 | NELSON | 4- 90 | 23.8- 32.6 | 8.8 | FAP-PKY | 10/65 | 75 | 3350 | OUTER | 10/74 | 31 | 48 | 4.0 | 5.43 | 3310 |
| | | | | | | | | | OUTER | 6/77 | 35 | 52 | 2.3 | 6.96 | 3260 |
| | | | | | | | 77 | 3360 | OUTER | 7/79 | 35 | 50 | 2.4 | 8.11 | 3200 |
| | | | | | | | 75 | 3350 | INNER | 10/74 | 32 | 59 | 2.4 | 0.60 | 360 |
| PK9002 | NELSON | 4- 90 | 32.6- 39.3 | 6.7 | FAP-PKY | 10/65 | 75 | 4580 | OUTER | 10/74 | 23 | 50 | 3.8 | 5.51 | 3360 |
| | | | | | | | | | OUTER | 6/77 | 27 | 52 | 2.8 | 7.57 | 3540 |
| | | | | | | | 77 | 3430 | OUTER | 7/79 | 26 | 50 | 1.3 | 8.64 | 3500 |
| | | | | | | | 75 | 4580 | INNER | 10/74 | 24 | 58 | 2.6 | 0.68 | 420 |
| PK9002 | WASHINGTON -ANDERSON | 4-115 7- 3 | 39.3- 45.5 | 6.2 | FAP-PKY | 10/65 | 75 | 4580 | OUTER | 10/74 | 24 | 47 | 2.7 | 6.01 | 3670 |
| | | | | | | | | | OUTER | 6/77 | 23 | 49 | 2.8 | 8.07 | 3780 |
| | | | | | | | 77 | 3470 | OUTER | 7/79 | 25 | 48 | 2.2 | 9.17 | 3700 |
| | | | | | | | 75 | 4580 | INNER | 10/74 | 21 | 60 | 2.7 | 0.67 | 410 |
| PK9002 | ANDERSON -MERCER | 7- 3 7- 84 | 45.5- 59.6 | 14.1 | FAP-PKY | 10/65 | 75 | 4580 | OUTER | 10/74 | 54 | 45 | 4.0 | 6.47 | 3950 |
| | | | | | | | | | OUTER | 6/77 | 56 | 49 | 2.7 | 8.53 | 3990 |
| | | | | | | | 77 | 4400 | OUTER | 7/79 | 57 | 47 | 2.7 | 9.99 | 4000 |
| | | | | | | | 75 | 4580 | INNER | 10/74 | 54 | 59 | 2.1 | 0.72 | 440 |
| PK9004 | CHRISTIAN | 2- 24 | 6.8- 10.9 | 4.1 | FAP-PKY | 11/68 | 75 | 6670 | OUTER | 7/74 | 12 | 47 | 2.8 | 2.68 | 2570 |
| | | | | | | | | | OUTER | 6/77 | 20 | 47 | 4.6 | 5.75 | 3660 |
| | | | | | | | 77 | 6500 | OUTER | 10/79 | 15 | 47 | 3.7 | 8.12 | 4100 |
| | | | | | | | 75 | 6670 | INNER | 7/74 | 12 | 51 | 1.7 | 0.30 | 290 |
| PK9004 | CHRISTIAN | 2- 24 | 10.9- 16.3 | 5.4 | FAP-PKY | 11/68 | 75 | 3290 | OUTER | 7/74 | 18 | 49 | 3.4 | 2.62 | 2510 |
| | | | | | | | | | OUTER | 6/77 | 21 | 49 | 2.9 | 4.22 | 2690 |
| | | | | | | | 77 | 4240 | OUTER | 10/79 | 22 | 47 | 2.9 | 5.91 | 3000 |
| | | | | | | | 75 | 3290 | INNER | 7/74 | 18 | 51 | 2.3 | 0.28 | 270 |
| PK9004 | CHRISTIAN | 2- 24 | 16.3- 22.9 | 6.6 | FAP-PKY | 9/68 | 75 | 3290 | OUTER | 7/74 | 18 | 47 | 3.2 | 2.68 | 2500 |
| | | | | | | | | | OUTER | 6/77 | 26 | 47 | 4.0 | 4.28 | 2680 |
| | | | | | | | 77 | 4520 | OUTER | 10/79 | 26 | 46 | 2.6 | 6.08 | 3000 |
| | | | | | | | 75 | 3290 | INNER | 7/74 | 19 | 51 | 1.5 | 0.28 | 260 |
| PK9004 | CHRISTIAN -HOPKINS | 2- 24 2- 54 | 22.9- 30.1 | 7.2 | FAP-PKY | 9/68 | 75 | 3290 | OUTER | 7/74 | 20 | 46 | 3.1 | 2.68 | 2500 |
| | | | | | | | | | OUTER | 6/77 | 27 | 46 | 2.5 | 4.28 | 2680 |
| | | | | | | | 77 | 5090 | OUTER | 10/79 | 31 | 46 | 2.1 | 6.32 | 3100 |
| | | | | | | | 75 | 3290 | INNER | 7/74 | 19 | 51 | 1.7 | 0.35 | 330 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PK9004 | HOPKINS | 2- 54 | 44.6- 53.4 | 8.8 | FAP-PKY | 7/68 | 75 | 3610 | OUTER | 10/74 | 31 | 50 | 2.0 | 2.40 | 2100 |
| | | | | | | | | | OUTER | 6/77 | 35 | 46 | 2.3 | 4.03 | 2470 |
| | | | | | | | 77 | 7200 | OUTER | 10/79 | 33 | 49 | 2.7 | 6.88 | 3400 |
| | | | | | | | 75 | 3610 | INNER | 10/74 | 33 | 55 | 2.6 | 0.30 | 260 |
| PK9004 | WEBSTER -HENDERSON | 2-117 2- 51 | 61.8- 70.3 | 8.5 | FAP-PKY | 7/69 | 75 | 3780 | OUTER | 10/74 | 32 | 47 | 3.5 | 2.37 | 2470 |
| | | | | | | | | | OUTER | 6/77 | 32 | 48 | 3.4 | 4.07 | 2810 |
| | | | | | | | 77 | 4800 | OUTER | 10/79 | 34 | 48 | 3.4 | 5.96 | 3200 |
| | | | | | | | 75 | 3780 | INNER | 10/74 | 31 | 57 | 1.4 | 0.29 | 310 |
| PK9004 | HENDERSON | 2- 51 | 70.3- 77.2 | 6.9 | FAP-PKY | 11/68 | 75 | 3780 | OUTER | 10/74 | 28 | 49 | 2.9 | 2.35 | 2180 |
| | | | | | | | | | OUTER | 6/77 | 28 | 46 | 2.3 | 4.05 | 2580 |
| | | | | | | | 77 | 5960 | OUTER | 10/79 | 28 | 47 | 2.2 | 6.41 | 3200 |
| | | | | | | | 75 | 3780 | INNER | 10/74 | 29 | 57 | 2.3 | 0.26 | 240 |
| PK9004 | HENDERSON | 2- 51 | 77.2- 78.4 | 1.2 | FAP-PKY | 11/68 | 77 | 6900 | OUTER | 10/79 | 4 | 44 | 1.4 | 6.78 | 3400 |
| PK9005 | HENDERSON | 2- 51 | 0.0- 8.6 | 8.6 | FAP-PKY | 6/70 | 75 | 2700 | OUTER | 10/74 | 34 | 52 | 2.8 | 1.04 | 1320 |
| | | | | | | | | | OUTER | 6/77 | 34 | 52 | 1.6 | 2.28 | 1780 |
| | | | | | | | 77 | 3140 | OUTER | 10/79 | 34 | 55 | 1.9 | 3.53 | 2100 |
| | | | | | | | 75 | 2700 | INNER | 10/74 | 33 | 57 | 2.0 | 0.09 | 110 |
| PK9005 | HENDERSON | 2- 51 | 8.6- 15.9 | 7.3 | FAP-PKY | 6/70 | 75 | 2700 | OUTER | 10/74 | 6 | 49 | 2.2 | 1.04 | 1320 |
| | | | | | | | | | OUTER | 6/77 | 28 | 52 | 2.3 | 2.28 | 1780 |
| | | | | | | | 77 | 3140 | OUTER | 10/79 | 29 | 53 | 2.8 | 3.53 | 2100 |
| | | | | | | | 75 | 2700 | INNER | 10/74 | 7 | 61 | 1.0 | 0.09 | 110 |
| PK9005 | DAVIESS | 2- 30 | 15.9- 23.5 | 7.6 | FAP-PKY | 4/71 | 75 | 2700 | OUTER | 10/74 | 6 | 49 | 2.2 | 1.04 | 1320 |
| | | | | | | | | | OUTER | 6/77 | 30 | 49 | 4.0 | 2.28 | 2020 |
| | | | | | | | 77 | 3140 | OUTER | 10/79 | 37 | 53 | 3.2 | 3.53 | 2300 |
| | | | | | | | 75 | 2700 | INNER | 10/74 | 7 | 61 | 1.0 | 0.09 | 110 |
| PK9006 | LAUREL | 11- 63 | 0.0- 1.1 | 1.1 | FAP-PKY | 12/70 | 75 | 2540 | OUTER | 7/74 | 10 | 37 | 4.2 | 1.76 | 2670 |
| | | | | | | | | | OUTER | 6/77 | 5 | 32 | 3.9 | 3.01 | 2540 |
| | | | | | | | 77 | 5580 | OUTER | 8/79 | 2 | 34 | 2.4 | 5.19 | 3300 |
| | | | | | | | 75 | 2540 | INNER | 7/74 | 3 | 45 | 2.3 | 0.10 | 150 |
| PK9006 | LAUREL | 11- 63 | 1.1- 8.8 | 7.7 | FAP-PKY | 10/71 | 75 | 2540 | OUTER | 7/74 | 28 | 39 | 4.2 | 1.18 | 2330 |
| | | | | | | | | | OUTER | 6/77 | 31 | 30 | 4.2 | 2.52 | 2440 |
| | | | | | | | 77 | 3640 | OUTER | 8/79 | 29 | 34 | 3.2 | 4.05 | 2800 |
| PK9006 | CLAY | 11- 26 | 20.5- 35.3 | 14.8 | FAP-PKY | 6/74 | 75 | 1750 | OUTER | 7/74 | 56 | 51 | 3.2 | 0.03 | 1550 |
| | | | | | | | | | OUTER | 6/77 | 58 | 43 | 4.6 | 0.95 | 1740 |
| | | | | | | | 77 | 2400 | OUTER | 8/79 | 61 | 39 | 3.5 | 1.96 | 2100 |
| PK9007 | BUTLER -OHIO | 3- 16 2- 92 | 32.6- 42.3 | 9.7 | FAP-PKY | 1/73 | 75 | 2250 | OUTER | 8/74 | 38 | 50 | 2.8 | 0.51 | 1740 |
| | | | | | | | | | OUTER | 6/77 | 37 | 47 | 2.9 | 1.60 | 1980 |
| | | | | | | | 77 | 2700 | OUTER | 6/79 | 38 | 47 | 3.5 | 2.56 | 2200 |
| | | | | | | | 75 | 2250 | INNER | 8/74 | 37 | 47 | 2.7 | 0.03 | 110 |

PORTLAND CEMENT CONCRETE SURFACE - TOLL ROADS (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PK9007 | OHIO | 2- 92 | 42.3- 52.6 | 10.3 | FAP-PKY | 1/73 | 75 | 2570 | OUTER | 8/74 | 38 | 50 | 2.7 | 0.41 | 1390 |
| | | | | | | | | | OUTER | 6/77 | 41 | 52 | 2.3 | 1.65 | 2040 |
| | | | | | | | 77 | 2870 | OUTER | 6/79 | 40 | 48 | 3.7 | 2.66 | 2300 |
| | | | | | | | 75 | 2570 | INNER | 8/74 | 36 | 47 | 2.4 | 0.02 | 70 |
| PK9007 | OHIO | 2- 92 | 52.6- 70.2 | 17.6 | FAP-PKY | 1/73 | 75 | 2570 | OUTER | 8/74 | 61 | 51 | 3.2 | 0.59 | 2000 |
| | -DAVIESS | 2- 30 | | | | | | | OUTER | 6/77 | 68 | 52 | 1.8 | 1.83 | 2260 |
| | | | | | | | 77 | 4630 | OUTER | 6/79 | 69 | 48 | 3.6 | 3.52 | 3000 |
| | | | | | | | 75 | 2570 | INNER | 8/74 | 59 | 49 | 2.4 | 0.03 | 100 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | MONTH TESTED | NUMBER OF TESTS | SKID AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 23 | JOHNSON | 12- 58 | 0.0- 4.1 | 4.1 | FAP-SP | 2/64 | 75 | 7000 | OUTER | 10/75 | 14 | 31 | 2.9 | 10.53 | 4950 |
| US 23 | FLOYD | 12- 36 | 22.5- 24.1 | 1.6 | FAP-SP | 2/64 | 75 | 7000 | OUTER | 10/75 | 7 | 30 | 5.8 | 10.01 | 4710 |
| US 27 | PULASKI | 8-100 | 0.0- 6.9 | 6.9 | FAP-SP | 4/63 | 75 | 2950 | OUTER | 8/75 | 27 | 42 | 4.2 | 5.98 | 2660 |
| US 27 | PULASKI | 8-100 | 10.9- 13.7 | 2.8 | FAP-SP | 4/61 | 75 | 12880 | OUTER | 8/75 | 12 | 34 | 2.3 | 17.89 | 6850 |
| | | | | | | | | | INNER | 8/75 | 12 | 45 | 4.4 | 3.53 | 1350 |
| US 31WB | HARDIN | 4- 47 | 0.0- 3.6 | 3.6 | FAS-SS | 11/74 | 75 | 8275 | OUTER | 9/75 | 15 | 47 | 1.9 | 1.12 | 7340 |
| | | | | | | | | | INNER | 9/75 | 9 | 48 | 1.3 | 0.20 | 1320 |
| US 31W | HARDIN | 4- 47 | 30.2- 33.0 | 2.8 | FAP-SP | 12/74 | 75 | 15240 | OUTER | 9/75 | 10 | 46 | 3.6 | 1.61 | 11720 |
| | | | | | | | | | INNER | 9/75 | 11 | 48 | 2.1 | 0.52 | 3800 |
| US 41 | HOPKINS | 2- 54 | 29.6- 37.0 | 7.4 | SP | 2/64 | 75 | 7650 | OUTER | 6/75 | 28 | 46 | 3.4 | 12.81 | 6180 |
| | | | | | | | | | INNER | 6/75 | 27 | 55 | 1.3 | 2.07 | 1000 |
| US 41 | HOPKINS | 2- 54 | 37.0- 45.6 | 8.6 | SP | 2/64 | 75 | 10905 | OUTER | 6/75 | 34 | 41 | 4.8 | 14.39 | 6940 |
| | | | | | | | | | INNER | 6/75 | 35 | 55 | 1.3 | 2.69 | 1300 |
| US 60 | HANCOCK | 2- 46 | 0.0- 2.3 | 2.3 | FAP-UN | 12/69 | 75 | 3880 | OUTER | 9/75 | 9 | 50 | 2.4 | 4.26 | 4060 |
| US 60 B | DAVIESS | 2- 30 | 0.0- 4.5 | 4.5 | SP | 10/70 | 75 | 6213 | OUTER | 7/75 | 19 | 45 | 4.6 | 3.99 | 4570 |
| | | | | | | | | | INNER | 7/75 | 18 | 52 | 1.8 | 0.49 | 560 |
| US 60 | WOODFORD | 7-120 | 0.0- 7.3 | 7.3 | FAP-SP | 12/60 | 75 | 7760 | OUTER | 10/75 | 29 | 47 | 2.7 | 22.46 | 8270 |
| | | | | | | | | | INNER | 10/75 | 28 | 58 | 1.9 | 5.04 | 1860 |
| US 60 B | DAVIESS | 2- 30 | 4.5- 10.2 | 5.7 | SP | 12/71 | 75 | 8760 | OUTER | 7/75 | 21 | 42 | 3.4 | 4.61 | 6980 |
| | | | | | | | | | INNER | 7/75 | 19 | 51 | 3.9 | 0.83 | 1250 |
| US 60 | DAVIESS | 2- 30 | 22.9- 27.9 | 5.0 | FAP-SP | 12/69 | 75 | 4735 | OUTER | 9/75 | 21 | 51 | 2.9 | 5.83 | 5550 |
| US 127 | OWEN | 6- 94 | 16.8- 20.1 | 3.3 | FAS-SS | 5/73 | 75 | 2820 | OUTER | 11/75 | 12 | 44 | 2.9 | 1.27 | 2820 |
| US 127 | OWEN | 6- 94 | 20.1- 24.7 | 4.6 | FAS-SS | 5/73 | 75 | 1740 | OUTER | 11/75 | 19 | 46 | 2.9 | 0.78 | 1730 |
| US 431 | DAVIESS | 2- 30 | 9.3- 12.2 | 2.9 | SP | 5/63 | 75 | 6770 | OUTER | 7/75 | 8 | 42 | 2.4 | 9.79 | 4390 |
| US 460 | SCOTT | 7-105 | 9.3- 15.4 | 6.1 | FAP-SS | 7/67 | 75 | 1895 | OUTER | 10/75 | 24 | 48 | 3.5 | 2.51 | 1660 |

KENTUCKY ROCK ASPHALT SURFACE



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 27 | PULASKI | 8-100 | 21.3- 22.8 | 1.5 | FAP-SP | 10/68 | 75 | 8760 | OUTER | 40 | 9/75 | 9 | 50 | 2.4 | 6.89 | 5470 |
| | | | | | | | | | OUTER | 25 | 9/75 | 11 | 60 | 2.3 | 6.89 | 5470 |
| | | | | | | | | | OUTER | 55 | 9/75 | 11 | 43 | 4.5 | 6.89 | 5470 |
| US 31E | BARREN | 3- 5 | 16.4- 25.9 | 9.5 | FAS-SS | 7/67 | 75 | 2540 | OUTER | 40 | 11/75 | 34 | 54 | 2.0 | 4.16 | 2730 |
| | | | | | | | | | OUTER | 25 | 11/75 | 22 | 62 | 2.5 | 4.16 | 2730 |
| | | | | | | | | | OUTER | 55 | 11/75 | 22 | 50 | 2.0 | 4.16 | 2730 |
| US 31E | HART | 4- 50 | 0.0- 21.6 | 21.6 | FAS-SS | 7/67 | 75 | 1470 | OUTER | 40 | 11/75 | 71 | 55 | 2.2 | 2.62 | 1720 |
| | | | | | | | | | OUTER | 25 | 11/75 | 15 | 61 | 2.9 | 2.62 | 1720 |
| | | | | | | | | | OUTER | 55 | 11/75 | 15 | 51 | 2.0 | 2.62 | 1720 |
| US 31E | NELSON (OVERLAID 9/78) | 4- 90 | 15.7- 20.5 | 4.8 | FAP-SP | 8/67 | 75 | 5475 | OUTER | 40 | 11/75 | 19 | 48 | 2.3 | 7.91 | 5250 |
| US 31W | WARREN (OVERLAID 11/77) | 3-114 | 14.1- 20.5 | 6.4 | FAS-SS | 7/67 | 75 | 9573 | OUTER | 40 | 8/75 | 11 | 53 | 3.4 | 11.24 | 7590 |
| | | | | | | | | | OUTER | 25 | 8/75 | 12 | 63 | 4.5 | 11.24 | 7590 |
| | | | | | | | | | OUTER | 55 | 8/75 | 11 | 41 | 6.5 | 11.24 | 7590 |
| | | | | | | | | | INNER | 40 | 8/75 | 11 | 56 | 3.4 | 2.24 | 1510 |
| | | | | | | | | | INNER | 25 | 8/75 | 10 | 67 | 2.3 | 2.24 | 1510 |
| | | | | | | | | | INNER | 55 | 8/75 | 11 | 49 | 4.9 | 2.24 | 1510 |
| US 41 | HENDERSON | 2- 51 | 8.4- 13.4 | 5.0 | FAS-SS | 11/66 | 75 | 6905 | OUTER | 40 | 6/75 | 19 | 53 | 2.4 | 10.58 | 6740 |
| | | | | | | | | | OUTER | 25 | 6/75 | 21 | 62 | 2.2 | 10.58 | 6740 |
| | | | | | | | | | OUTER | 55 | 6/75 | 10 | 43 | 2.5 | 10.58 | 6740 |
| KY 54 | DAVIESS (NOW KY 960, UNCLASSIFIED) | 2- 30 | 24.0- 27.3 | 3.3 | FAS-SS | 10/67 | 75 | 3880 | OUTER | 40 | 7/75 | 11 | 46 | 2.4 | 6.49 | 4570 |
| | | | | | | | | | OUTER | 25 | 7/75 | 10 | 56 | 2.7 | 6.49 | 4570 |
| | | | | | | | | | OUTER | 55 | 7/75 | 10 | 41 | 1.7 | 6.49 | 4570 |
| KY 54 | OHIO | 2- 92 | 0.0- 7.1 | 7.1 | FAS-SS | 10/67 | 75 | 2910 | OUTER | 40 | 7/75 | 27 | 48 | 2.8 | 2.71 | 1910 |
| | | | | | | | | | OUTER | 25 | 7/75 | 24 | 59 | 2.0 | 2.71 | 1910 |
| | | | | | | | | | OUTER | 55 | 7/75 | 24 | 41 | 2.2 | 2.71 | 1910 |
| US 68 | CHRISTIAN | 2- 24 | 11.6- 21.1 | 9.5 | FAP-SP | 11/66 | 75 | 3100 | OUTER | 40 | 8/75 | 39 | 54 | 2.0 | 4.48 | 2800 |
| | | | | | | | | | OUTER | 25 | 8/75 | 37 | 61 | 3.5 | 4.48 | 2800 |
| | | | | | | | | | OUTER | 55 | 8/75 | 36 | 50 | 2.6 | 4.48 | 2800 |
| KY 70 | BARREN (OVERLAID 11/78) | 3- 5 | 6.8- 15.4 | 8.6 | FAS-SS | 9/67 | 75 | 1195 | OUTER | 40 | 9/75 | 32 | 56 | 2.9 | 1.72 | 1180 |
| | | | | | | | | | OUTER | 25 | 9/75 | 31 | 65 | 7.1 | 1.72 | 1180 |
| | | | | | | | | | OUTER | 55 | 9/75 | 25 | 47 | 3.9 | 1.72 | 1180 |
| US 79 | TODD | 3-110 | 4.0- 10.7 | 6.7 | FAP-SP | 8/67 | 75 | 1460 | OUTER | 40 | 8/75 | 21 | 55 | 3.8 | 1.96 | 1340 |
| | | | | | | | | | OUTER | 25 | 8/75 | 21 | 63 | 1.5 | 1.96 | 1340 |
| | | | | | | | | | OUTER | 55 | 8/75 | 21 | 49 | 5.3 | 1.96 | 1340 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KY 80 | ADAIR | 8- 1 | 0.0- 11.8 | 11.8 | FAS-SS | 8/67 | 75 | 1085 | OUTER | 40 | 8/75 | 31 | 53 | 2.5 | 1.98 | 1350 |
| | | | | | | | | | OUTER | 25 | 8/75 | 28 | 61 | 1.3 | 1.98 | 1350 |
| | | | | | | | | | OUTER | 55 | 8/75 | 30 | 49 | 1.6 | 1.98 | 1350 |
| KY 80 | METCALF | 3- 85 | 0.0- 7.9 | 7.9 | FAS-SS | 8/67 | 75 | 1145 | OUTER | 40 | 8/75 | 19 | 52 | 4.0 | 2.12 | 1450 |
| | | | | | | | | | OUTER | 25 | 8/75 | 17 | 60 | 4.2 | 2.12 | 1450 |
| | | | | | | | | | OUTER | 55 | 8/75 | 16 | 47 | 4.7 | 2.12 | 1450 |
| KY 101 | EDMONSON (OVERLAID 11/77) | 3- 31 | 0.0- 4.1 | 4.1 | FAP-SP | 7/67 | 75 | 2236 | OUTER | 40 | 9/75 | 15 | 58 | 3.1 | 3.16 | 2120 |
| | | | | | | | | | OUTER | 25 | 9/75 | 10 | 63 | 3.4 | 3.16 | 2120 |
| | | | | | | | | | OUTER | 55 | 9/75 | 12 | 53 | 2.4 | 3.16 | 2120 |
| KY 101 | WARREN (OVERLAID 11/77) | 3-114 | 11.6- 12.9 | 1.3 | FAP-SP | 7/67 | 75 | 2020 | OUTER | 40 | 9/75 | 4 | 59 | 0.8 | 2.59 | 1730 |
| | | | | | | | | | OUTER | 25 | 9/75 | 4 | 66 | 2.1 | 2.59 | 1730 |
| | | | | | | | | | OUTER | 55 | 9/75 | 2 | 50 | 0.0 | 2.59 | 1730 |
| US 127 | RUSSELL (OVERLAID 11/77) | 8-104 | 8.1- 13.0 | 4.9 | FAP-SP | 6/67 | 75 | 1717 | OUTER | 40 | 11/75 | 18 | 52 | 2.2 | 3.00 | 1960 |
| US 231 | BUTLER | 3- 16 | 0.0- 10.7 | 10.7 | FAS-SS | 7/68 | 75 | 3270 | OUTER | 40 | 8/75 | 41 | 53 | 4.6 | 4.29 | 3310 |
| | | | | | | | | | OUTER | 25 | 8/75 | 38 | 62 | 4.4 | 4.29 | 3310 |
| | | | | | | | | | OUTER | 55 | 8/75 | 36 | 47 | 3.6 | 4.29 | 3310 |
| KY 259 | EDMONSON | 3- 31 | 9.2- 12.1 | 2.9 | FAP-SP | 7/67 | 75 | 1420 | OUTER | 40 | 9/75 | 13 | 59 | 1.7 | 1.82 | 1220 |
| | | | | | | | | | OUTER | 25 | 9/75 | 9 | 63 | 9.8 | 1.82 | 1220 |
| | | | | | | | | | OUTER | 55 | 9/75 | 6 | 52 | 0.7 | 1.82 | 1220 |
| US 431 | MC LEAN | 2- 75 | 2.6- 6.1 | 3.5 | FAP-SP | 10/67 | 75 | 3350 | OUTER | 40 | 7/75 | 14 | 43 | 5.0 | 4.53 | 3190 |
| | | | | | | | | | OUTER | 25 | 7/75 | 14 | 55 | 2.9 | 4.53 | 3190 |
| | | | | | | | | | OUTER | 55 | 7/75 | 11 | 38 | 1.8 | 4.53 | 3190 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 27 | CAMPBELL (97% NATURAL SAND, 3% MF) (OVERLAID AFTER 1979 TESTS) | 6- 19 | 15.2- 16.4 | 1.2 | FAP-SP | 10/74 | 75 | 32500 | OUTER | 40 | 10/75 | 5 | 41 | 3.0 | 3.59 | 19370 |
| | | | | | | | | | OUTER | 40 | 10/77 | 8 | 36 | 1.0 | 7.06 | 13050 |
| | | | | | | | 77 | 12960 | OUTER | 40 | 10/79 | 8 | 36 | 1.4 | 10.47 | 11500 |
| | | | | | | | 75 | 32500 | INNER | 40 | 10/75 | 3 | 43 | 0.3 | 2.33 | 12580 |
| | | | | | | | | | INNER | 40 | 10/77 | 10 | 40 | 1.0 | 2.75 | 5080 |
| | | | | | | | 77 | 12960 | INNER | 40 | 10/79 | 7 | 42 | 2.5 | 3.55 | 3900 |
| US 27 | CAMPBELL (97% NATURAL SAND, 3% MF) (OVERLAID AFTER 1978 TESTS) | 6- 19 | 18.6- 21.1 | 2.5 | UR | 10/74 | 75 | 32500 | OUTER | 40 | 10/75 | 4 | 40 | 0.9 | 3.59 | 20130 |
| | | | | | | | | | OUTER | 40 | 10/77 | 14 | 35 | 2.6 | 10.54 | 19460 |
| | | | | | | | 77 | 12960 | OUTER | 40 | 12/78 | 5 | 43 | 7.1 | 11.44 | 15100 |
| | | | | | | | 75 | 32500 | INNER | 40 | 10/74 | 7 | 41 | 6.2 | 0.0 | 12580 |
| | | | | | | | | | INNER | 40 | 10/75 | 5 | 44 | 1.5 | 2.33 | 12580 |
| | | | | | | | | | INNER | 40 | 10/77 | 13 | 37 | 2.9 | 6.96 | 12850 |
| | | | | | | | 77 | 12960 | INNER | 40 | 12/78 | 2 | 46 | 0.0 | 6.15 | 8100 |
| US 45 | FULTON (85% PIT SAND, 15% LIMESTONE SAND) | 1- 38 | 0.3- 1.1 | 0.8 | UR | 7/77 | 77 | 7230 | OUTER | 40 | 10/77 | 5 | 40 | 1.4 | 0.35 | 7230 |
| | | | | | | | | | OUTER | 40 | 7/78 | 7 | 34 | 2.5 | 1.65 | 9200 |
| | | | | | | | | | OUTER | 40 | 7/79 | 10 | 36 | 2.6 | 3.37 | 9000 |
| US 45 | GRAVES (85% PIT SAND, 15% LIMESTONE SAND) (BECAME ONE WAY, SOUTHBOUND, AFTER 1978 TESTS) | 1- 42 | 16.6- 17.7 | 1.1 | UR | 7/77 | 77 | 13430 | OUTER | 40 | 10/77 | 12 | 36 | 1.6 | 0.70 | 13430 |
| | | | | | | | | | OUTER | 40 | 7/78 | 2 | 37 | 1.9 | 2.48 | 13700 |
| | | | | | | | | | OUTER | 40 | 8/79 | 5 | 32 | 3.0 | 5.11 | 13600 |
| US 60 | BOYD (84% NATURAL SAND, 12% SLAG, 4% MF) | 9- 10 | 12.5- 13.3 | 0.8 | UR | 8/75 | 75 | 8750 | OUTER | 40 | 9/75 | 10 | 45 | 1.8 | 0.0 | 8750 |
| | | | | | | | | | OUTER | 40 | 9/77 | 11 | 44 | 3.5 | 3.19 | 8750 |
| | | | | | | | 77 | 9630 | OUTER | 40 | 8/78 | 3 | 40 | 1.8 | 5.07 | 9200 |
| US 60 | BOYD (84% NATURAL SAND, 12% SLAG, 4% MF) | 9- 10 | 13.3- 14.6 | 1.3 | UR | 8/75 | 75 | 8750 | OUTER | 40 | 9/75 | 7 | 43 | 1.3 | 0.0 | 8750 |
| | | | | | | | | | OUTER | 40 | 9/77 | 6 | 45 | 3.3 | 3.19 | 8750 |
| | | | | | | | 77 | 8850 | OUTER | 40 | 8/78 | 4 | 40 | 3.9 | 4.84 | 8800 |
| US 60 | CRITTENDEN (75% NATURAL SAND, 21% LIMESTONE SAND, 4%MF) | 1- 28 | 1.0- 4.9 | 3.9 | FAP-SP | 8/77 | 77 | 2540 | OUTER | 40 | 7/78 | 15 | 40 | 2.2 | 0.44 | 2500 |
| | | | | | | | | | OUTER | 40 | 10/79 | 16 | 48 | 2.6 | 1.01 | 2500 |
| US 60 | FRANKLIN (75% NATURAL SAND, 25% LIMESTONE SAND) | 5- 37 | 11.2- 12.1 | 0.9 | UR | 7/74 | 73 | 22180 | OUTER | 40 | 10/75 | 2 | 46 | 1.8 | 3.53 | 14920 |
| | | | | | | | | | OUTER | 40 | 11/76 | 7 | 43 | 3.3 | 6.29 | 14990 |
| | | | | | | | | | OUTER | 40 | 12/77 | 10 | 46 | 1.7 | 9.48 | 15020 |
| | | | | | | | | | INNER | 40 | 10/75 | 4 | 47 | 0.8 | 1.63 | 6910 |
| | | | | | | | | | INNER | 40 | 11/76 | 8 | 50 | 3.4 | 2.93 | 6990 |
| | | | | | | | | | INNER | 40 | 12/77 | 14 | 46 | 3.5 | 4.48 | 7030 |
| US 68 | MARSHALL | 1- 79 | 22.5- 25.9 | 3.4 | FAP-SP | 6/77 | 77 | 4210 | OUTER | 40 | 7/78 | 12 | 42 | 3.0 | 0.83 | 4200 |
| | | | | | | | | | OUTER | 40 | 8/79 | 13 | 37 | 3.7 | 1.65 | 4200 |
| US 68 | TRIGG (75% NATURAL SAND, 25% LIMESTONE SAND) | 1-111 | 3.8- 6.3 | 2.5 | FAP-SP | 5/77 | 77 | 4950 | OUTER | 40 | 10/77 | 13 | 34 | 2.7 | 0.34 | 4950 |
| | | | | | | | | | OUTER | 40 | 8/78 | 10 | 43 | 3.7 | 0.90 | 3900 |
| | | | | | | | | | OUTER | 40 | 8/79 | 10 | 38 | 4.4 | 1.60 | 3900 |
| | | | | | | | | | OUTER | 25 | 10/77 | 12 | 42 | 1.7 | 0.34 | 4950 |
| | | | | | | | | | OUTER | 55 | 10/77 | 13 | 27 | 3.8 | 0.34 | 4950 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KY 121 | GRAVES | 1- 42 | 9.7- 10.5 | 0.8 | UR | 5/75 | 75 | 12580 | OUTER | 40 | 10/77 | 10 | 34 | 2.1 | 5.54 | 12480 |
| | (75% PIT SAND, 22% LIMESTONE SAND, 3% MF) | | | | | | 77 | 13250 | OUTER | 40 | 7/78 | 7 | 36 | 3.5 | 7.39 | 12800 |
| | | | | | | | | | OUTER | 40 | 8/79 | 10 | 32 | 3.2 | 9.98 | 12900 |
| KY 142 | DAVIESS | 2- 30 | 4.9- 5.5 | 0.6 | RS | 5/75 | 75 | 700 | OUTER | 40 | 10/77 | 9 | 48 | 1.3 | 0.31 | 690 |
| | | | | | | | 77 | 780 | OUTER | 40 | 6/79 | 9 | 48 | 1.1 | 0.55 | 700 |
| | | | | | | | 75 | 700 | OUTER | 25 | 10/77 | 7 | 59 | 0.9 | 0.31 | 690 |
| | | | | | | | | | OUTER | 55 | 10/77 | 11 | 38 | 2.5 | 0.31 | 690 |
| KY 305 | MC CRACKEN | 1- 73 | 8.4- 9.4 | 1.0 | UR | 7/75 | 75 | 7090 | OUTER | 40 | 7/76 | 10 | 40 | 1.9 | 1.34 | 7090 |
| | (80% SLAG, 20% NATURAL SAND) | | | | | | | | OUTER | 40 | 10/77 | 10 | 34 | 3.6 | 2.90 | 7090 |
| | | | | | | | 77 | 5650 | OUTER | 40 | 7/78 | 2 | 37 | 4.0 | 3.51 | 6300 |
| | | | | | | | | | OUTER | 40 | 8/79 | 11 | 30 | 7.1 | 4.58 | 6200 |
| KY 379 | RUSSELL | 8-104 | 18.8- 20.0 | 1.2 | RS | 11/76 | 77 | 3300 | OUTER | 40 | 9/78 | 6 | 30 | 1.5 | 1.12 | 3300 |
| | (75% GREEN RIVER, 25% LIMESTONE SAND) | | | | | | | | | | | | | | | |
| KY 448 | MEADE | 4- 82 | 3.2- 4.1 | 0.9 | FAP-SS | 10/74 | 75 | 3185 | OUTER | 40 | 9/75 | 6 | 42 | 1.6 | 0.52 | 3070 |
| | (80% NATURAL SAND, 20% LIMESTONE SAND) | | | | | | | | OUTER | 40 | 6/76 | 7 | 43 | 3.0 | 0.96 | 3120 |
| | | | | | | | | | OUTER | 40 | 6/77 | 10 | 32 | 2.3 | 1.55 | 3150 |
| | | | | | | | 77 | 2450 | OUTER | 40 | 11/78 | 7 | 41 | 1.1 | 2.11 | 2800 |
| | | | | | | | | | OUTER | 40 | 10/79 | 11 | 38 | 2.4 | 2.53 | 2800 |
| | | | | | | | 75 | 3185 | OUTER | 25 | 6/77 | 10 | 42 | 1.9 | 1.55 | 3150 |
| | | | | | | | | | OUTER | 55 | 6/77 | 8 | 23 | 3.2 | 1.55 | 3150 |
| KY 448 | MEADE | 4- 82 | 4.1- 6.2 | 2.1 | FAP-SS | 10/74 | 73 | 4320 | OUTER | 40 | 11/74 | 9 | 43 | 2.4 | 0.10 | 6670 |
| | (80% NATURAL SAND, 20% LIMESTONE SAND) | | | | | | 75 | 4590 | OUTER | 40 | 9/75 | 8 | 42 | 4.2 | 0.76 | 4540 |
| | | | | | | | | | OUTER | 40 | 6/76 | 9 | 41 | 5.0 | 1.40 | 4560 |
| | | | | | | | | | OUTER | 40 | 6/77 | 10 | 31 | 4.6 | 2.26 | 4570 |
| | | | | | | | 77 | 2450 | OUTER | 40 | 11/78 | 7 | 41 | 3.1 | 2.69 | 3600 |
| | | | | | | | | | OUTER | 40 | 10/79 | 12 | 38 | 3.1 | 3.11 | 3400 |
| | | | | | | | 75 | 4590 | OUTER | 25 | 9/75 | 9 | 48 | 3.3 | 0.76 | 4540 |
| | | | | | | | | | OUTER | 25 | 6/77 | 10 | 39 | 4.8 | 2.26 | 4570 |
| | | | | | | | | | OUTER | 55 | 9/75 | 4 | 41 | 2.3 | 0.76 | 4540 |
| | | | | | | | | | OUTER | 55 | 6/77 | 10 | 24 | 2.9 | 2.26 | 4570 |
| EUCLID | FAYETTE | 7- 34 | 0.0- 0.4 | 0.4 | UR | 8/74 | 73 | 15455 | OUTER | 40 | 8/74 | 6 | 34 | 2.0 | 0.04 | 15450 |
| | (75% NATURAL SAND, 25% LIMESTONE SAND) | | | | | | 77 | 15455 | OUTER | 40 | 11/79 | 4 | 38 | 0.6 | 14.16 | 15450 |
| | | | | | | | 73 | 15455 | OUTER | 25 | 8/74 | 10 | 43 | 3.2 | 0.04 | 15450 |
| | | | | | | | 77 | 15455 | OUTER | 25 | 11/79 | 5 | 50 | 2.8 | 14.16 | 15450 |

SAND-ASPHALT SURFACE, SPECIAL PROVISION 59-B



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 31W | MEADE (100% GREEN RIVER) | 4- 82 | 0.8- 2.5 | 1.7 | FAP-SP | 10/72 | 71 15811 | OUTER | 40 | 6/74 | 10 | 36 | 2.8 | 3.15 | 10330 |
| | | | | | | | | OUTER | 40 | 7/74 | 10 | 41 | 4.3 | 3.35 | 10240 |
| | | | | | | | | OUTER | 40 | 8/74 | 10 | 47 | 5.9 | 3.49 | 9820 |
| | | | | | | | | OUTER | 40 | 9/74 | 9 | 48 | 3.6 | 3.65 | 10280 |
| | | | | | | | | OUTER | 40 | 12/74 | 10 | 46 | 6.8 | 4.07 | 10290 |
| | | | | | | | 75 14150 | OUTER | 40 | 8/75 | 12 | 43 | 3.7 | 5.38 | 10370 |
| | | | | | | | | OUTER | 40 | 6/76 | 12 | 46 | 2.2 | 7.05 | 10490 |
| | | | | | | | | OUTER | 40 | 11/76 | 14 | 44 | 2.4 | 7.86 | 10530 |
| | | | | | | | | OUTER | 40 | 6/77 | 12 | 42 | 2.8 | 9.07 | 10570 |
| | | | | | | | 77 13660 | OUTER | 40 | 11/78 | 8 | 47 | 2.8 | 11.74 | 10500 |
| | | | | | | | | OUTER | 40 | 10/79 | 12 | 45 | 2.1 | 13.55 | 10600 |
| | | | | | | | 71 15811 | OUTER | 25 | 9/74 | 9 | 56 | 3.9 | 3.65 | 10280 |
| | | | | | | | | OUTER | 25 | 12/74 | 10 | 62 | 3.1 | 4.07 | 10290 |
| | | | | | | | 75 14150 | OUTER | 25 | 8/75 | 10 | 53 | 2.0 | 5.38 | 10370 |
| | | | | | | | | OUTER | 25 | 6/77 | 12 | 53 | 1.6 | 9.07 | 10570 |
| | | | | | | | 71 15811 | OUTER | 55 | 6/74 | 7 | 29 | 5.6 | 3.15 | 10330 |
| | | | | | | | | OUTER | 55 | 7/74 | 9 | 29 | 2.8 | 3.35 | 10240 |
| | | | | | | | | OUTER | 55 | 8/74 | 10 | 35 | 1.5 | 3.49 | 9820 |
| | | | | | | | | OUTER | 55 | 9/74 | 10 | 39 | 2.8 | 3.65 | 10280 |
| | | | | | | | | OUTER | 55 | 12/74 | 11 | 42 | 3.9 | 4.07 | 10290 |
| | | | | | | | 75 14150 | OUTER | 55 | 8/75 | 10 | 36 | 3.1 | 5.38 | 10370 |
| | | | | | | | | OUTER | 55 | 6/77 | 11 | 31 | 2.1 | 9.07 | 10570 |
| | | | | | | | 71 15811 | INNER | 40 | 6/74 | 10 | 42 | 2.5 | 1.70 | 5570 |
| | | | | | | | | INNER | 40 | 7/74 | 10 | 46 | 3.7 | 1.80 | 5500 |
| | | | | | | | | INNER | 40 | 8/74 | 9 | 50 | 4.8 | 1.88 | 5290 |
| | | | | | | | | INNER | 40 | 9/74 | 7 | 53 | 4.6 | 1.96 | 5520 |
| | | | | | | | | INNER | 40 | 12/74 | 10 | 51 | 9.6 | 2.19 | 5540 |
| | | | | | | | 75 14150 | INNER | 40 | 8/75 | 11 | 50 | 3.3 | 2.68 | 5180 |
| | | | | | | | | INNER | 40 | 6/76 | 12 | 52 | 2.3 | 3.19 | 4740 |
| | | | | | | | | INNER | 40 | 11/76 | 15 | 51 | 2.7 | 3.43 | 4600 |
| | | | | | | | | INNER | 40 | 6/77 | 12 | 48 | 2.1 | 3.80 | 4420 |
| | | | | | | | 77 13660 | INNER | 40 | 11/78 | 8 | 50 | 1.5 | 4.56 | 4100 |
| | | | | | | | | INNER | 40 | 10/79 | 12 | 52 | 2.4 | 5.08 | 4000 |
| | | | | | | | 71 15811 | INNER | 25 | 9/74 | 7 | 58 | 7.3 | 1.96 | 5520 |
| | | | | | | | | INNER | 25 | 12/74 | 10 | 64 | 4.7 | 2.19 | 5540 |
| | | | | | | | 75 14150 | INNER | 25 | 8/75 | 11 | 58 | 1.3 | 2.68 | 5180 |
| | | | | | | | | INNER | 25 | 6/77 | 12 | 59 | 2.0 | 3.80 | 4420 |
| | | | | | | | 71 15811 | INNER | 55 | 6/74 | 9 | 33 | 2.6 | 1.70 | 5570 |
| | | | | | | | | INNER | 55 | 7/74 | 10 | 39 | 3.9 | 1.80 | 5500 |
| | | | | | | | | INNER | 55 | 8/74 | 10 | 41 | 3.2 | 1.88 | 5290 |
| | | | | | | | | INNER | 55 | 9/74 | 10 | 42 | 2.4 | 1.96 | 5520 |
| | | | | | | | | INNER | 55 | 12/74 | 11 | 43 | 2.4 | 2.19 | 5540 |
| | | | | | | | 75 14150 | INNER | 55 | 8/75 | 9 | 42 | 2.4 | 2.68 | 5180 |
| | | | | | | | | INNER | 55 | 6/77 | 11 | 38 | 2.8 | 3.80 | 4420 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 31W | MEADE (100% GREEN RIVER) (OVERLAID 8/4/78) | 4- 82 | 2.5- 3.8 | 1.3 | FAP-SP | 8/73 | 73 19900 | OUTER | 40 | 6/74 | 3 | 40 | 0.4 | 2.00 | 14550 |
| | | | | | | | | OUTER | 40 | 7/74 | 6 | 41 | 3.1 | 2.25 | 14330 |
| | | | | | | | | OUTER | 40 | 8/74 | 8 | 44 | 2.3 | 2.43 | 14250 |
| | | | | | | | | OUTER | 40 | 9/74 | 7 | 42 | 4.1 | 2.63 | 14220 |
| | | | | | | | | OUTER | 40 | 12/74 | 10 | 45 | 4.3 | 3.16 | 13860 |
| | | | | | | | 75 14150 | OUTER | 40 | 8/75 | 8 | 46 | 1.7 | 4.57 | 12460 |
| | | | | | | | | OUTER | 40 | 6/76 | 7 | 49 | 2.4 | 6.24 | 11990 |
| | | | | | | | | OUTER | 40 | 11/76 | 11 | 48 | 2.7 | 7.05 | 11850 |
| | | | | | | | | OUTER | 40 | 6/77 | 9 | 41 | 3.3 | 8.26 | 11700 |
| | | | | | | | 73 19900 | OUTER | 25 | 9/74 | 6 | 57 | 2.2 | 2.63 | 14220 |
| | | | | | | | | OUTER | 25 | 12/74 | 5 | 59 | 3.7 | 3.16 | 13860 |
| | | | | | | | 75 14150 | OUTER | 25 | 8/75 | 9 | 54 | 5.3 | 4.57 | 12460 |
| | | | | | | | | OUTER | 25 | 6/77 | 10 | 55 | 3.2 | 8.26 | 11700 |
| | | | | | | | 73 19900 | OUTER | 55 | 6/74 | 4 | 29 | 0.9 | 2.00 | 14550 |
| | | | | | | | | OUTER | 55 | 7/74 | 5 | 34 | 3.3 | 2.25 | 14330 |
| | | | | | | | | OUTER | 55 | 8/74 | 6 | 38 | 3.9 | 2.43 | 14250 |
| | | | | | | | | OUTER | 55 | 9/74 | 6 | 37 | 4.1 | 2.63 | 14220 |
| | | | | | | | | OUTER | 55 | 12/74 | 10 | 41 | 2.9 | 3.16 | 13860 |
| | | | | | | | 75 14150 | OUTER | 55 | 8/75 | 7 | 34 | 3.4 | 4.57 | 12460 |
| | | | | | | | | OUTER | 55 | 6/77 | 10 | 33 | 4.7 | 8.26 | 11700 |
| | | | | | | | 73 19900 | INNER | 40 | 6/74 | 3 | 48 | 1.3 | 1.08 | 7560 |
| | | | | | | | | INNER | 40 | 7/74 | 5 | 47 | 2.5 | 1.21 | 7710 |
| | | | | | | | | INNER | 40 | 8/74 | 6 | 49 | 3.1 | 1.31 | 7680 |
| | | | | | | | | INNER | 40 | 9/74 | 6 | 50 | 1.5 | 1.41 | 7620 |
| | | | | | | | | INNER | 40 | 12/74 | 10 | 51 | 6.9 | 1.70 | 7460 |
| | | | | | | | 75 14150 | INNER | 40 | 8/75 | 9 | 49 | 1.3 | 2.24 | 6120 |
| | | | | | | | | INNER | 40 | 6/76 | 6 | 54 | 0.9 | 2.75 | 5280 |
| | | | | | | | | INNER | 40 | 11/76 | 10 | 54 | 2.3 | 2.99 | 5030 |
| | | | | | | | | INNER | 40 | 6/77 | 11 | 49 | 2.9 | 3.36 | 4750 |
| | | | | | | | 73 19900 | INNER | 25 | 9/74 | 5 | 60 | 2.4 | 1.41 | 7620 |
| | | | | | | | | INNER | 25 | 12/74 | 5 | 61 | 6.4 | 1.70 | 7460 |
| | | | | | | | 75 14150 | INNER | 25 | 8/75 | 9 | 60 | 0.9 | 2.24 | 6120 |
| | | | | | | | | INNER | 25 | 6/77 | 10 | 60 | 1.8 | 3.36 | 4750 |
| | | | | | | | 73 19900 | INNER | 55 | 6/74 | 3 | 33 | 0.7 | 1.08 | 7560 |
| | | | | | | | | INNER | 55 | 7/74 | 4 | 35 | 2.2 | 1.21 | 7710 |
| | | | | | | | | INNER | 55 | 8/74 | 7 | 44 | 2.9 | 1.31 | 7680 |
| | | | | | | | | INNER | 55 | 9/74 | 5 | 45 | 6.6 | 1.41 | 7620 |
| | | | | | | | | INNER | 55 | 12/74 | 9 | 47 | 4.2 | 1.70 | 7460 |
| | | | | | | | 75 14150 | INNER | 55 | 8/75 | 8 | 44 | 1.6 | 2.24 | 6120 |
| | | | | | | | | INNER | 55 | 6/77 | 10 | 41 | 2.7 | 3.36 | 4750 |

SAND-ASPHALT SURFACE, SPECIAL PROVISION 59-B (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 31W | HARDIN (100% GREEN RIVER) (OVERLAID 8/4/78) | 4- 47 | 33.0- 37.1 | 4.1 | FAP-SP | 8/73 | 73 | 19900 | OUTER | 40 | 6/74 | 8 | 37 | 4.7 | 2.00 | 13110 |
| | | | | | | | | | OUTER | 40 | 7/74 | 12 | 41 | 3.4 | 2.25 | 12890 |
| | | | | | | | | | OUTER | 40 | 8/74 | 16 | 43 | 4.3 | 2.43 | 12930 |
| | | | | | | | | | OUTER | 40 | 9/74 | 15 | 44 | 3.8 | 2.63 | 12990 |
| | | | | | | | | | OUTER | 40 | 12/74 | 12 | 45 | 5.6 | 3.16 | 13000 |
| | | | | | | | 75 | 14150 | OUTER | 40 | 8/75 | 18 | 42 | 5.2 | 4.57 | 12460 |
| | | | | | | | | | OUTER | 40 | 6/76 | 18 | 46 | 4.8 | 6.24 | 11990 |
| | | | | | | | | | OUTER | 40 | 11/76 | 22 | 49 | 2.3 | 7.05 | 11850 |
| | | | | | | | | | OUTER | 40 | 6/77 | 20 | 40 | 4.5 | 8.26 | 11700 |
| | | | | | | | 73 | 19900 | OUTER | 25 | 9/74 | 16 | 58 | 2.9 | 2.63 | 12990 |
| | | | | | | | | | OUTER | 25 | 12/74 | 7 | 59 | 5.4 | 3.16 | 13000 |
| | | | | | | | 75 | 14150 | OUTER | 25 | 8/75 | 17 | 53 | 6.0 | 4.57 | 12460 |
| | | | | | | | | | OUTER | 25 | 6/77 | 16 | 52 | 3.3 | 8.26 | 11700 |
| | | | | | | | 73 | 19900 | OUTER | 55 | 6/74 | 8 | 29 | 4.6 | 2.00 | 13110 |
| | | | | | | | | | OUTER | 55 | 7/74 | 8 | 32 | 2.7 | 2.25 | 12890 |
| | | | | | | | | | OUTER | 55 | 8/74 | 10 | 37 | 3.1 | 2.43 | 12930 |
| | | | | | | | | | OUTER | 55 | 9/74 | 15 | 38 | 4.3 | 2.63 | 12990 |
| | | | | | | | | | OUTER | 55 | 12/74 | 12 | 41 | 3.8 | 3.16 | 13000 |
| | | | | | | | 75 | 14150 | OUTER | 55 | 8/75 | 18 | 36 | 5.4 | 4.57 | 12460 |
| | | | | | | | | | OUTER | 55 | 6/77 | 15 | 33 | 4.5 | 8.26 | 11700 |
| | | | | | | | 73 | 19900 | INNER | 40 | 6/74 | 8 | 42 | 3.2 | 1.08 | 7080 |
| | | | | | | | | | INNER | 40 | 7/74 | 12 | 47 | 4.3 | 1.21 | 6930 |
| | | | | | | | | | INNER | 40 | 8/74 | 16 | 48 | 2.6 | 1.31 | 6970 |
| | | | | | | | | | INNER | 40 | 9/74 | 16 | 47 | 3.4 | 1.41 | 6960 |
| | | | | | | | | | INNER | 40 | 12/74 | 12 | 51 | 3.6 | 1.70 | 7000 |
| | | | | | | | 75 | 14150 | INNER | 40 | 8/75 | 16 | 48 | 1.9 | 2.24 | 6120 |
| | | | | | | | | | INNER | 40 | 6/76 | 15 | 53 | 1.3 | 2.75 | 5280 |
| | | | | | | | | | INNER | 40 | 11/76 | 22 | 54 | 1.8 | 2.99 | 5030 |
| | | | | | | | | | INNER | 40 | 6/77 | 20 | 49 | 2.4 | 3.36 | 4750 |
| | | | | | | | 73 | 19900 | INNER | 25 | 9/74 | 16 | 58 | 2.4 | 1.41 | 6960 |
| | | | | | | | | | INNER | 25 | 12/74 | 7 | 61 | 1.2 | 1.70 | 7000 |
| | | | | | | | 75 | 14150 | INNER | 25 | 8/75 | 16 | 59 | 1.5 | 2.24 | 6120 |
| | | | | | | | | | INNER | 25 | 6/77 | 16 | 58 | 6.1 | 3.36 | 4750 |
| | | | | | | | 73 | 19900 | INNER | 55 | 6/74 | 8 | 35 | 3.2 | 1.08 | 7080 |
| | | | | | | | | | INNER | 55 | 7/74 | 9 | 38 | 2.7 | 1.21 | 6930 |
| | | | | | | | | | INNER | 55 | 8/74 | 8 | 43 | 2.3 | 1.31 | 6970 |
| | | | | | | | | | INNER | 55 | 9/74 | 14 | 42 | 1.5 | 1.41 | 6960 |
| | | | | | | | | | INNER | 55 | 12/74 | 12 | 43 | 1.7 | 1.70 | 7000 |
| | | | | | | | 75 | 14150 | INNER | 55 | 8/75 | 15 | 44 | 2.2 | 2.24 | 6120 |
| | | | | | | | | | INNER | 55 | 6/77 | 15 | 42 | 3.1 | 3.36 | 4750 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 27 | BOURBON (100% SLAG) | 7- 9 | 7.9- 8.8 | 0.9 | FAP-SP | 8/76 | 77 | 3390 | OUTER | 40 | 9/77 | 15 | 54 | 3.5 | 0.68 | 3000 |
| | | | | | | | | | OUTER | 40 | 9/78 | 5 | 43 | 2.9 | 1.32 | 3000 |
| | | | | | | | | | OUTER | 40 | 8/79 | 8 | 49 | 7.2 | 1.77 | 3300 |
| | | | | | | | | | OUTER | 25 | 9/77 | 8 | 65 | 2.8 | 0.68 | 3000 |
| | | | | | | | | | OUTER | 55 | 9/77 | 9 | 49 | 3.8 | 0.68 | 3000 |
| | | | | | | | | | INNER | 40 | 9/77 | 10 | 60 | 2.8 | 0.08 | 400 |
| | | | | | | | | | INNER | 40 | 9/78 | 6 | 46 | 7.1 | 0.15 | 400 |
| | | | | | | | | | INNER | 40 | 8/79 | 8 | 57 | 3.5 | 0.18 | 300 |
| | | | | | | | | | INNER | 25 | 9/77 | 11 | 64 | 2.5 | 0.08 | 400 |
| | | | | | | | | | INNER | 55 | 9/77 | 8 | 58 | 2.5 | 0.08 | 400 |
| US 27 | FAYETTE (OVERLAID - WINTER DAMAGED) | 7- 34 | 3.5- 5.0 | 1.5 | UN | 10/77 | 75 | 32440 | OUTER | 40 | 10/77 | 17 | 61 | 3.5 | 0.0 | 18940 |
| | | | | | | | | | INNER | 40 | 10/77 | 16 | 65 | 3.0 | 0.0 | 13500 |
| US 27 | LINCOLN (100% SLAG) | 8- 69 | 15.7- 16.5 | 0.8 | FAP-SP | 9/76 | 77 | 9100 | OUTER | 40 | 9/78 | 3 | 38 | 0.9 | 2.77 | 7600 |
| | | | | | | | | | INNER | 40 | 9/78 | 2 | 48 | 0.0 | 0.54 | 1500 |
| KY 30 | BREATHITT (100% SLAG) | 10- 13 | 12.4- 14.8 | 2.4 | FAS-SS | 10/76 | 77 | 2540 | OUTER | 40 | 8/78 | 8 | 45 | 1.1 | 0.84 | 2600 |
| KY 55 | WASHINGTON (100% GREEN RIVER) | 4-115 | 2.7- 4.8 | 2.1 | FAP-SP | 11/76 | 77 | 3110 | OUTER | 40 | 10/77 | 9 | 57 | 1.6 | 0.68 | 3110 |
| | | | | | | | | | OUTER | 40 | 8/78 | 12 | 48 | 3.0 | 1.14 | 3500 |
| | | | | | | | | | OUTER | 25 | 10/77 | 7 | 64 | 0.4 | 0.68 | 3110 |
| | | | | | | | | | OUTER | 55 | 10/77 | 6 | 53 | 0.9 | 0.68 | 3110 |
| KY 57 | FAYETTE (75% SLAG, 25% NATURAL SAND) | 7- 34 | 3.0- 7.9 | 4.9 | FAS-SS | 6/77 | 75 | 1100 | OUTER | 40 | 10/77 | 19 | 72 | 4.8 | 0.07 | 1170 |
| | | | | | | | 77 | 1240 | OUTER | 40 | 10/79 | 20 | 58 | 2.3 | 0.54 | 1300 |
| | | | | | | | 75 | 1100 | OUTER | 25 | 10/77 | 18 | 75 | 2.6 | 0.07 | 1170 |
| | | | | | | | | | OUTER | 55 | 10/77 | 13 | 70 | 3.3 | 0.07 | 1170 |
| KY 61 | BULLITT (80% GREEN RIVER, 20% MORTAR) | 5- 15 | 14.1- 15.0 | 0.9 | FAS-SS | 8/77 | 77 | 6800 | OUTER | 40 | 10/78 | 7 | 43 | 3.4 | 1.48 | 6800 |
| | | | | | | | | | OUTER | 40 | 10/79 | 8 | 48 | 4.2 | 2.34 | 6000 |
| KY 61 | HARDIN (100% GREEN RIVER) | 4- 47 | 0.0- 4.3 | 4.3 | FAP-SP | 7/75 | 75 | 9450 | OUTER | 40 | 11/75 | 16 | 39 | 2.9 | 0.63 | 10560 |
| | | | | | | | | | OUTER | 40 | 11/76 | 13 | 46 | 3.3 | 2.35 | 9720 |
| | | | | | | | | | OUTER | 40 | 6/77 | 16 | 43 | 5.9 | 3.44 | 9640 |
| | | | | | | | 77 | 8590 | OUTER | 40 | 9/78 | 17 | 35 | 9.7 | 5.28 | 9100 |
| | | | | | | | 75 | 9450 | OUTER | 25 | 6/77 | 25 | 49 | 7.2 | 3.44 | 9640 |
| | | | | | | | | | OUTER | 55 | 6/77 | 7 | 29 | 7.3 | 3.44 | 9640 |
| KY 61 | LARUE (100% GREEN RIVER) | 4- 62 | 8.9- 13.2 | 4.3 | FAP-SP | 7/75 | 75 | 6710 | OUTER | 40 | 11/75 | 17 | 42 | 3.6 | 0.45 | 7500 |
| | | | | | | | | | OUTER | 40 | 11/76 | 17 | 51 | 3.5 | 1.67 | 6900 |
| | | | | | | | | | OUTER | 40 | 6/77 | 17 | 47 | 1.7 | 2.45 | 6840 |
| | | | | | | | 77 | 8520 | OUTER | 40 | 9/78 | 18 | 45 | 3.8 | 4.51 | 7800 |
| | | | | | | | 75 | 6710 | OUTER | 25 | 6/77 | 17 | 59 | 2.1 | 2.45 | 6840 |
| | | | | | | | | | OUTER | 55 | 6/77 | 16 | 38 | 4.2 | 2.45 | 6840 |
| US 62 | HARRISON (100% SLAG) | 6- 49 | 5.8- 9.1 | 3.3 | FAS-SS | 10/75 | 75 | 2980 | OUTER | 40 | 10/77 | 15 | 52 | 1.9 | 1.06 | 2960 |
| | | | | | | | 77 | 2990 | OUTER | 40 | 9/78 | 13 | 50 | 1.8 | 1.57 | 3000 |
| | | | | | | | | | OUTER | 40 | 6/79 | 13 | 56 | 3.2 | 2.00 | 3000 |
| | | | | | | | 75 | 2980 | OUTER | 25 | 10/77 | 14 | 62 | 1.5 | 1.06 | 2960 |
| | | | | | | | | | OUTER | 55 | 10/77 | 14 | 45 | 2.0 | 1.06 | 2960 |

SAND-ASPHALT SURFACE, TYPE II (RURAL) (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | TEST MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 68 | CHRISTIAN (80% SLAG, 20% NATURAL SAND) | 2- 24 | 0.0- 8.7 | 8.7 | FAP-SP | 7/75 | 73 | 4140 | OUTER | 40 | 12/75 | 35 | 48 | 2.3 | 0.32 | 4140 |
| | | | | | | | | | OUTER | 40 | 10/77 | 35 | 51 | 2.3 | 1.68 | 4140 |
| | | | | | | | 77 | 3730 | OUTER | 40 | 8/78 | 34 | 52 | 3.2 | 2.21 | 3900 |
| | | | | | | | | | OUTER | 40 | 10/79 | 35 | 49 | 4.4 | 2.99 | 3900 |
| | | | | | | | 73 | 4140 | OUTER | 25 | 12/75 | 34 | 56 | 2.2 | 0.32 | 4140 |
| | | | | | | | | | OUTER | 25 | 10/77 | 32 | 62 | 1.9 | 1.68 | 4140 |
| | | | | | | | | | OUTER | 55 | 12/75 | 17 | 44 | 2.7 | 0.32 | 4140 |
| | | | | | | | | | OUTER | 55 | 10/77 | 33 | 42 | 4.0 | 1.68 | 4140 |
| US 68 | LOGAN (100% GREEN RIVER) | 3- 71 | 0.0- 9.7 | 9.7 | FAP-SP | 10/75 | 75 | 2820 | OUTER | 40 | 11/76 | 32 | 48 | 1.3 | 0.57 | 2900 |
| | | | | | | | | | OUTER | 40 | 7/77 | 40 | 48 | 2.2 | 0.91 | 2870 |
| | | | | | | | 77 | 2320 | OUTER | 40 | 7/78 | 38 | 54 | 3.2 | 1.30 | 2600 |
| | | | | | | | | | OUTER | 40 | 10/79 | 38 | 58 | 2.6 | 1.83 | 2500 |
| | | | | | | | 75 | 2820 | OUTER | 25 | 7/77 | 40 | 55 | 2.8 | 0.91 | 2870 |
| | | | | | | | | | OUTER | 55 | 7/77 | 40 | 42 | 3.4 | 0.91 | 2870 |
| US 68 | TODD (100% GREEN RIVER) | 3-110 | 12.1- 14.1 | 2.0 | FAP-SP | 10/75 | 75 | 3100 | OUTER | 40 | 11/76 | 9 | 48 | 1.3 | 0.70 | 3100 |
| | | | | | | | | | OUTER | 40 | 7/77 | 9 | 48 | 1.2 | 1.08 | 3100 |
| | | | | | | | 77 | 2230 | OUTER | 40 | 7/78 | 11 | 54 | 2.6 | 1.40 | 2600 |
| | | | | | | | | | OUTER | 40 | 10/79 | 10 | 58 | 1.8 | 1.92 | 2500 |
| | | | | | | | 75 | 3100 | OUTER | 25 | 7/77 | 9 | 56 | 0.8 | 1.08 | 3100 |
| | | | | | | | | | OUTER | 55 | 7/77 | 10 | 43 | 1.9 | 1.08 | 3100 |
| US 68 | TRIGG (80% SLAG, 20% NATURAL SAND) | 1-111 | 19.0- 28.2 | 9.2 | FAP-SP | 8/75 | 75 | 4270 | OUTER | 40 | 12/75 | 32 | 47 | 4.7 | 0.29 | 4750 |
| | | | | | | | | | OUTER | 40 | 8/76 | 34 | 43 | 10.5 | 0.84 | 4430 |
| | | | | | | | | | OUTER | 40 | 10/77 | 39 | 46 | 7.8 | 1.70 | 4350 |
| | | | | | | | 77 | 4700 | OUTER | 40 | 8/78 | 40 | 45 | 9.8 | 2.51 | 4600 |
| | | | | | | | | | OUTER | 40 | 10/79 | 37 | 48 | 8.9 | 3.49 | 4600 |
| | | | | | | | 75 | 4270 | OUTER | 25 | 12/75 | 32 | 55 | 3.5 | 0.29 | 4750 |
| | | | | | | | | | OUTER | 25 | 10/77 | 37 | 55 | 8.6 | 1.70 | 4350 |
| | | | | | | | | | OUTER | 55 | 12/75 | 21 | 41 | 3.2 | 0.29 | 4750 |
| | | | | | | | | | OUTER | 55 | 10/77 | 35 | 39 | 7.9 | 1.70 | 4350 |
| KY 245 | BULLITT (100% GREEN RIVER) | 5- 15 | 3.5- 4.3 | 0.8 | FAS-SS | 7/75 | 75 | 2780 | OUTER | 40 | 7/77 | 9 | 53 | 2.3 | 1.01 | 2780 |
| | | | | | | | 77 | 4050 | OUTER | 40 | 10/78 | 3 | 51 | 0.0 | 2.05 | 3500 |
| | | | | | | | | | OUTER | 40 | 7/79 | 10 | 55 | 2.6 | 2.62 | 3600 |
| | | | | | | | 75 | 2780 | OUTER | 25 | 7/77 | 9 | 62 | 1.3 | 1.01 | 2780 |
| | | | | | | | | | OUTER | 55 | 7/77 | 10 | 45 | 1.2 | 1.01 | 2780 |
| KY 555 | WASHINGTON (100% GREEN RIVER) | 4-115 | 0.0- 4.8 | 4.8 | FAP-SP | 11/76 | 75 | 1390 | OUTER | 40 | 10/77 | 20 | 60 | 2.3 | 0.25 | 1440 |
| | | | | | | | 77 | 1640 | OUTER | 40 | 8/78 | 21 | 52 | 2.6 | 0.54 | 1600 |
| | | | | | | | 75 | 1390 | OUTER | 25 | 10/77 | 19 | 65 | 2.3 | 0.25 | 1440 |
| | | | | | | | | | OUTER | 55 | 10/77 | 17 | 55 | 2.1 | 0.25 | 1440 |
| KY 627 | CLARK (80% SLAG, 20% NATURAL SAND) | 7- 25 | 0.0- 6.3 | 6.3 | FAP-SS | 7/76 | 77 | 4360 | OUTER | 40 | 11/78 | 24 | 49 | 5.3 | 1.82 | 4300 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 27 | PULASKI (80% SLAG, 20% GREEN RIVER) | 8-100 | 15.6- 16.8 | 1.2 | UR | 11/76 | 75 | 12880 | OUTER | 40 | 7/77 | 7 | 21 | 3.1 | 1.19 | 9930 |
| | | | | | | | 77 | 17580 | OUTER | 40 | 9/78 | 6 | 17 | 2.7 | 4.30 | 12900 |
| | | | | | | | 75 | 12880 | OUTER | 25 | 7/77 | 7 | 34 | 6.6 | 1.19 | 9930 |
| | | | | | | | | | OUTER | 55 | 7/77 | 3 | 11 | 3.3 | 1.19 | 9930 |
| | | | | | | | | | INNER | 40 | 7/77 | 6 | 33 | 3.6 | 0.33 | 2730 |
| | | | | | | | 77 | 17580 | INNER | 40 | 9/78 | 5 | 26 | 1.4 | 1.64 | 4900 |
| | | | | | | | 75 | 12880 | INNER | 25 | 7/77 | 6 | 45 | 3.8 | 0.33 | 2730 |
| | | | | | | | | | INNER | 55 | 7/77 | 3 | 21 | 3.1 | 0.33 | 2730 |
| US 45 | MC CRACKEN (80% SLAG, 20% NATURAL SAND) | 1- 73 | 10.4- 12.2 | 1.8 | FAS-UR | 6/75 | 75 | 16000 | OUTER | 40 | 6/75 | 9 | 30 | 1.6 | 0.0 | 16000 |
| | | | | | | | | | OUTER | 40 | 7/76 | 8 | 30 | 3.9 | 2.39 | 11700 |
| | | | | | | | | | OUTER | 40 | 10/77 | 10 | 27 | 4.3 | 5.47 | 12890 |
| | | | | | | | 77 | 11320 | OUTER | 40 | 7/78 | 6 | 32 | 5.2 | 6.16 | 11000 |
| | | | | | | | | | OUTER | 40 | 8/79 | 11 | 26 | 4.7 | 7.95 | 10500 |
| | | | | | | | 75 | 16000 | INNER | 40 | 6/75 | 10 | 32 | 2.3 | 0.0 | 16000 |
| | | | | | | | | | INNER | 40 | 7/76 | 9 | 34 | 4.1 | 0.81 | 3980 |
| | | | | | | | | | INNER | 40 | 10/77 | 10 | 30 | 3.0 | 1.53 | 3930 |
| | | | | | | | 77 | 11320 | INNER | 40 | 7/78 | 7 | 32 | 3.3 | 2.01 | 3600 |
| | | | | | | | | | INNER | 40 | 8/79 | 10 | 25 | 4.0 | 2.44 | 3200 |
| US 60 | CRITTENDEN (100% SLAG) (OVERLAID AFTER 1978 TESTS) | 1- 28 | 8.2- 9.2 | 1.0 | FAP-UR | 6/75 | 75 | 3970 | OUTER | 40 | 7/76 | 5 | 25 | 4.5 | 0.78 | 3840 |
| | | | | | | | | | OUTER | 40 | 10/77 | 9 | 28 | 1.2 | 1.67 | 3910 |
| | | | | | | | 77 | 3390 | OUTER | 40 | 7/78 | 3 | 26 | 4.8 | 2.07 | 3600 |
| US 60 | FRANKLIN (100% GREEN RIVER) (OVERLAID IN 1978) | 5- 37 | 7.1- 8.2 | 1.1 | UR | 10/74 | 75 | 7450 | OUTER | 40 | 11/76 | 7 | 43 | 5.3 | 2.38 | 6370 |
| | | | | | | | | | OUTER | 40 | 12/77 | 10 | 51 | 3.5 | 3.73 | 6380 |
| | | | | | | | | | INNER | 40 | 11/76 | 3 | 54 | 2.1 | 0.39 | 1040 |
| | | | | | | | | | INNER | 40 | 12/77 | 5 | 54 | 2.2 | 0.61 | 1040 |
| US 60 | MC CRACKEN (80% SLAG, 20% NATURAL SAND) | 1- 73 | 14.4- 16.5 | 2.1 | UR | 6/75 | 75 | 15500 | OUTER | 40 | 6/75 | 10 | 35 | 2.3 | 0.0 | 11540 |
| | | | | | | | | | OUTER | 40 | 10/77 | 14 | 28 | 3.1 | 4.90 | 11540 |
| | | | | | | | 77 | 29930 | OUTER | 40 | 7/78 | 9 | 26 | 3.9 | 8.52 | 15000 |
| | | | | | | | | | OUTER | 40 | 8/79 | 8 | 27 | 5.2 | 12.01 | 15900 |
| | | | | | | | 75 | 15500 | INNER | 40 | 6/75 | 10 | 39 | 1.8 | 0.0 | 3810 |
| | | | | | | | | | INNER | 40 | 10/77 | 14 | 41 | 4.0 | 1.62 | 3810 |
| | | | | | | | 77 | 29930 | INNER | 40 | 7/78 | 10 | 39 | 5.8 | 4.35 | 7700 |
| | | | | | | | | | INNER | 40 | 8/79 | 8 | 38 | 5.6 | 6.52 | 8600 |
| US 60 | MC CRACKEN (80% SLAG, 20% NATURAL SAND) (EB LANES ONLY) | 1- 73 | 18.7- 19.5 | 0.8 | UR | 6/75 | 75 | 20660 | OUTER | 40 | 6/75 | 4 | 34 | 2.4 | 0.0 | 20660 |
| | | | | | | | | | OUTER | 40 | 7/76 | 3 | 41 | 3.3 | 2.87 | 14080 |
| | | | | | | | | | OUTER | 40 | 10/77 | 5 | 31 | 1.6 | 6.04 | 14220 |
| | | | | | | | 77 | 24840 | OUTER | 40 | 8/79 | 5 | 29 | 6.1 | 11.73 | 15500 |
| | | | | | | | 75 | 20660 | INNER | 40 | 6/75 | 4 | 38 | 1.1 | 0.00 | 20660 |
| | | | | | | | | | INNER | 40 | 7/76 | 3 | 50 | 1.3 | 1.26 | 6180 |
| | | | | | | | | | INNER | 40 | 10/77 | 5 | 40 | 4.2 | 2.65 | 6240 |
| | | | | | | | 77 | 24840 | INNER | 40 | 8/79 | 5 | 37 | 5.2 | 5.81 | 7700 |

SAND-ASPHALT SURFACE, TYPE II (URBAN) (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | TEST MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KY 94 | CALLOWAY (70% GRAVEL, 30% LIMESTONE SAND) | 1- 18 | 9.2- 10.5 | 1.3 | UR | 8/75 | 75 | 6580 | OUTER | 40 | 7/76 | 2 | 28 | 2.1 | 1.20 | 6580 |
| | | | | | | | | | OUTER | 40 | 10/77 | 15 | 27 | 3.0 | 2.60 | 6580 |
| | | | | | | | 77 | 3460 | OUTER | 40 | 7/78 | 8 | 28 | 4.6 | 2.63 | 5000 |
| | | | | | | | | | OUTER | 40 | 8/79 | 10 | 27 | 4.6 | 3.31 | 4600 |
| KY1683 | FAYETTE (75% SLAG, 25% NATURAL SAND) | 7- 34 | 0.0- 1.0 | 1.0 | UR | 8/77 | 75 | 7160 | OUTER | 40 | 10/77 | 10 | 45 | 1.9 | 0.16 | 5750 |
| KY1974 | FAYETTE (75% SLAG, 25% NATURAL SAND) | 7- 34 | 11.3- 12.0 | 0.7 | UR | 8/77 | 75 | 25310 | OUTER | 40 | 10/77 | 10 | 42 | 5.3 | 0.53 | 18650 |
| | | | | | | | | | OUTER | 25 | 10/77 | 10 | 51 | 4.3 | 0.53 | 18650 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 27 | MC CREARY (97% GREEN RIVER, 3% MF) | 8- 74 | 0.0- 4.6 | 4.6 | FAP-SP | 7/76 | 75 | 3100 | OUTER | 40 | 6/77 | 20 | 53 | 2.0 | 0.54 | 3220 |
| | | | | | | | | | OUTER | 40 | 12/77 | 17 | 50 | 2.0 | 0.82 | 3180 |
| | | | | | | | 77 | 3440 | OUTER | 40 | 9/78 | 18 | 49 | 1.6 | 1.35 | 3400 |
| | | | | | | | 75 | 3100 | OUTER | 25 | 6/77 | 16 | 55 | 8.0 | 0.54 | 3220 |
| | | | | | | | | | OUTER | 55 | 6/77 | 17 | 51 | 1.8 | 0.54 | 3220 |
| | | | | | | | | | OUTER | 55 | 12/77 | 17 | 47 | 2.3 | 0.82 | 3180 |
| US 31W | HARDIN (100% GREEN RIVER) (ABOUT 30 % PATCHED IN 1979) (SOUTHBOUND) | 4- 47 | 18.1- 22.9 | 4.8 | FAP-SP | 10/73 | 73 | 16750 | OUTER | 40 | 6/74 | 10 | 46 | 2.8 | 1.36 | 10920 |
| | | | | | | | | | OUTER | 40 | 7/74 | 10 | 44 | 2.3 | 1.58 | 10590 |
| | | | | | | | | | OUTER | 40 | 8/74 | 9 | 50 | 4.7 | 1.73 | 10950 |
| | | | | | | | | | OUTER | 40 | 9/74 | 10 | 49 | 2.9 | 1.89 | 10960 |
| | | | | | | | | | OUTER | 40 | 12/74 | 10 | 52 | 4.5 | 2.35 | 11000 |
| | | | | | | | 75 | 16750 | OUTER | 40 | 7/75 | 2 | 51 | 1.0 | 3.73 | 11470 |
| | | | | | | | | | OUTER | 40 | 9/75 | 11 | 51 | 3.0 | 4.04 | 11540 |
| | | | | | | | | | OUTER | 40 | 4/76 | 12 | 51 | 2.6 | 5.38 | 11730 |
| | | | | | | | | | OUTER | 40 | 6/76 | 11 | 57 | 1.5 | 5.77 | 11770 |
| | | | | | | | | | OUTER | 40 | 11/76 | 9 | 53 | 4.6 | 6.69 | 11840 |
| | | | | | | | | | OUTER | 40 | 6/77 | 11 | 55 | 2.4 | 8.05 | 11930 |
| | | | | | | | 77 | 18330 | OUTER | 40 | 11/78 | 6 | 55 | 1.7 | 11.49 | 12400 |
| | | | | | | | | | OUTER | 40 | 10/79 | 10 | 54 | 2.4 | 13.75 | 12500 |
| | | | | | | | 73 | 16750 | OUTER | 25 | 12/74 | 10 | 55 | 6.7 | 2.35 | 11000 |
| | | | | | | | 75 | 16750 | OUTER | 25 | 9/75 | 8 | 61 | 0.7 | 4.04 | 11540 |
| | | | | | | | | | OUTER | 25 | 4/76 | 11 | 59 | 3.3 | 5.38 | 11730 |
| | | | | | | | | | OUTER | 25 | 6/77 | 11 | 63 | 0.9 | 8.05 | 11930 |
| | | | | | | | 73 | 16750 | OUTER | 55 | 6/74 | 9 | 41 | 2.5 | 1.36 | 10920 |
| | | | | | | | | | OUTER | 55 | 7/74 | 9 | 42 | 4.7 | 1.58 | 10590 |
| | | | | | | | | | OUTER | 55 | 8/74 | 10 | 49 | 2.6 | 1.73 | 10950 |
| | | | | | | | | | OUTER | 55 | 9/74 | 11 | 45 | 3.2 | 1.89 | 10960 |
| | | | | | | | | | OUTER | 55 | 12/74 | 10 | 47 | 3.4 | 2.35 | 11000 |
| | | | | | | | 75 | 16750 | OUTER | 55 | 7/75 | 7 | 49 | 2.0 | 3.73 | 11470 |
| | | | | | | | | | OUTER | 55 | 9/75 | 8 | 49 | 1.7 | 4.04 | 11540 |
| | | | | | | | | | OUTER | 55 | 4/76 | 11 | 47 | 7.7 | 5.38 | 11730 |
| | | | | | | | | | OUTER | 55 | 6/77 | 11 | 47 | 3.5 | 8.05 | 11930 |
| | | | | | | | 73 | 16750 | INNER | 40 | 6/74 | 10 | 44 | 2.1 | 0.74 | 5140 |
| | | | | | | | | | INNER | 40 | 7/74 | 10 | 44 | 5.0 | 0.85 | 5880 |
| | | | | | | | | | INNER | 40 | 8/74 | 11 | 47 | 2.6 | 0.93 | 5890 |
| | | | | | | | | | INNER | 40 | 9/74 | 10 | 47 | 1.6 | 1.02 | 5910 |
| | | | | | | | | | INNER | 40 | 12/74 | 10 | 50 | 3.8 | 1.27 | 5950 |
| | | | | | | | 75 | 16750 | INNER | 40 | 7/75 | 5 | 46 | 4.2 | 1.21 | 3710 |
| | | | | | | | | | INNER | 40 | 9/75 | 8 | 50 | 0.9 | 1.32 | 3760 |
| | | | | | | | | | INNER | 40 | 4/76 | 12 | 52 | 2.9 | 1.79 | 3910 |
| | | | | | | | | | INNER | 40 | 6/76 | 11 | 55 | 2.4 | 1.93 | 3940 |
| | | | | | | | | | INNER | 40 | 11/76 | 10 | 54 | 2.0 | 2.26 | 4000 |
| | | | | | | | | | INNER | 40 | 6/77 | 10 | 55 | 1.4 | 2.75 | 4070 |
| | | | | | | | 77 | 18330 | INNER | 40 | 11/78 | 6 | 57 | 0.8 | 4.13 | 4400 |
| | | | | | | | | | INNER | 40 | 10/79 | 10 | 58 | 1.9 | 5.01 | 4500 |

OPEN-GRADED FRICTION COURSE, TYPE 1 (ALL GREEN RIVER OR WITH LIMESTONE) (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 31W | HARDIN (CONTINUED) | 4- 47 | 18.1- 22.9 | 4.8 | FAP-SP | 10/73 | 73 | 16750 | INNER | 25 | 12/74 | 10 | 54 | 2.7 | 1.27 | 5950 |
| | | | | | | | 75 | 16750 | INNER | 25 | 9/75 | 8 | 54 | 1.0 | 1.32 | 3760 |
| | | | | | | | | | INNER | 25 | 4/76 | 13 | 57 | 3.4 | 1.79 | 3910 |
| | | | | | | | | | INNER | 25 | 6/77 | 10 | 62 | 1.4 | 2.75 | 4070 |
| | | | | | | | 73 | 16750 | INNER | 55 | 6/74 | 9 | 41 | 2.0 | 0.74 | 5140 |
| | | | | | | | | | INNER | 55 | 7/74 | 11 | 43 | 4.6 | 0.85 | 5880 |
| | | | | | | | | | INNER | 55 | 8/74 | 10 | 48 | 5.6 | 0.93 | 5890 |
| | | | | | | | | | INNER | 55 | 9/74 | 12 | 44 | 2.1 | 1.02 | 5910 |
| | | | | | | | | | INNER | 55 | 12/74 | 10 | 44 | 4.1 | 1.27 | 5950 |
| | | | | | | | 75 | 16750 | INNER | 55 | 7/75 | 5 | 48 | 3.3 | 1.21 | 3710 |
| | | | | | | | | | INNER | 55 | 9/75 | 8 | 47 | 1.7 | 1.32 | 3760 |
| | | | | | | | | | INNER | 55 | 4/76 | 10 | 51 | 2.8 | 1.79 | 3910 |
| | | | | | | | | | INNER | 55 | 6/77 | 10 | 49 | 2.7 | 2.75 | 4070 |
| US 31W | HARDIN (98% GREEN RIVER, 2% MF TYPE 1A) (70% CRUSHED ON ONE FACE) (NOT USED IN ANALYSIS) (NORTHBOUND) | 4- 47 | 18.3- 20.4 | 2.1 | FAP-SP | 10/76 | 75 | 13920 | OUTER | 40 | 11/76 | 6 | 40 | 0.6 | 0.14 | 10740 |
| | | | | | | | | | OUTER | 40 | 6/77 | 6 | 47 | 2.2 | 1.37 | 10740 |
| | | | | | | | 77 | 19730 | OUTER | 40 | 11/78 | 4 | 57 | 1.6 | 5.20 | 13600 |
| | | | | | | | | | OUTER | 40 | 10/79 | 6 | 58 | 1.4 | 7.58 | 13700 |
| | | | | | | | 75 | 13920 | OUTER | 25 | 11/76 | 5 | 46 | 2.3 | 0.14 | 10740 |
| | | | | | | | | | OUTER | 25 | 6/77 | 4 | 57 | 0.9 | 1.37 | 10740 |
| | | | | | | | | | OUTER | 55 | 11/76 | 3 | 38 | 0.6 | 0.14 | 10740 |
| | | | | | | | | | OUTER | 55 | 6/77 | 5 | 44 | 2.8 | 1.37 | 10740 |
| | | | | | | | | | INNER | 40 | 11/76 | 4 | 39 | 1.3 | 0.04 | 3180 |
| | | | | | | | | | INNER | 40 | 6/77 | 5 | 45 | 0.7 | 0.41 | 3180 |
| | | | | | | | 77 | 19730 | INNER | 40 | 11/78 | 4 | 55 | 1.5 | 2.13 | 5600 |
| | | | | | | | | | INNER | 40 | 10/79 | 6 | 58 | 4.8 | 3.13 | 5600 |
| | | | | | | | 75 | 13920 | INNER | 25 | 11/76 | 3 | 45 | 0.0 | 0.04 | 3180 |
| | | | | | | | | | INNER | 25 | 6/77 | 5 | 51 | 2.2 | 0.41 | 3180 |
| | | | | | | | | | INNER | 55 | 11/76 | 5 | 39 | 0.8 | 0.04 | 3180 |
| | | | | | | | | | INNER | 55 | 6/77 | 5 | 42 | 2.1 | 0.41 | 3180 |
| KY 55 | TAYLOR (60% GREEN RIVER, 40% LIMESTONE) | 4-109 | 4.8- 10.0 | 5.2 | FAP-SP | 9/78 | 77 | 3760 | OUTER | 40 | 9/78 | 19 | 36 | 2.5 | 0.0 | 3800 |
| US 62 | GRAYSON (98% GREEN RIVER, 2% MF) | 4- 43 | 25.9- 29.0 | 3.1 | FAS-SS | 7/75 | 75 | 2700 | OUTER | 40 | 9/75 | 15 | 44 | 1.4 | 0.09 | 2700 |
| | | | | | | | | | OUTER | 40 | 6/76 | 13 | 45 | 1.6 | 0.47 | 2700 |
| | | | | | | | | | OUTER | 40 | 11/76 | 13 | 44 | 2.4 | 0.66 | 2700 |
| | | | | | | | | | OUTER | 40 | 6/77 | 14 | 55 | 2.3 | 0.96 | 2700 |
| | | | | | | | 77 | 2770 | OUTER | 40 | 9/78 | 13 | 50 | 1.4 | 1.59 | 2700 |
| | | | | | | | | | OUTER | 40 | 7/79 | 12 | 56 | 1.1 | 1.99 | 2700 |
| | | | | | | | 75 | 2700 | OUTER | 25 | 9/75 | 12 | 48 | 1.7 | 0.09 | 2700 |
| | | | | | | | | | OUTER | 25 | 6/77 | 13 | 60 | 2.1 | 0.96 | 2700 |
| | | | | | | | | | OUTER | 55 | 9/75 | 9 | 42 | 1.3 | 0.09 | 2700 |
| | | | | | | | | | OUTER | 55 | 6/77 | 11 | 52 | 2.6 | 0.96 | 2700 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 62 | GRAYSON (50% GREEN RIVER, 48% LIMESTONE, 2% MF) (HIGH CARBONATE) | 4- 43 | 29.0- 31.0 | 2.0 | FAS-SS | 7/75 | 75 | 2460 | OUTER | 40 | 9/75 | 7 | 46 | 1.4 | 0.08 | 2460 |
| | | | | | | | | | OUTER | 40 | 6/76 | 9 | 46 | 2.3 | 0.42 | 2460 |
| | | | | | | | | | OUTER | 40 | 11/76 | 13 | 41 | 3.1 | 0.60 | 2460 |
| | | | | | | | | | OUTER | 40 | 6/77 | 10 | 52 | 2.2 | 0.88 | 2460 |
| | | | | | | | 77 | 2660 | OUTER | 40 | 9/78 | 8 | 45 | 2.7 | 1.49 | 2600 |
| | | | | | | | | | OUTER | 40 | 7/79 | 10 | 49 | 2.8 | 1.88 | 2600 |
| | | | | | | | 75 | 2460 | OUTER | 25 | 9/75 | 5 | 50 | 1.7 | 0.08 | 2460 |
| | | | | | | | | | OUTER | 25 | 6/77 | 10 | 56 | 3.2 | 0.88 | 2460 |
| | | | | | | | | | OUTER | 55 | 9/75 | 8 | 45 | 1.5 | 0.08 | 2460 |
| | | | | | | | | | OUTER | 55 | 6/77 | 10 | 48 | 2.2 | 0.88 | 2460 |
| US 62 | GRAYSON (50% GREEN RIVER, 48% LIMESTONE, 2% MF) (LOW CARBONATE, HIGH INSOLUBLE) | 4- 43 | 31.0- 33.5 | 2.5 | FAS-SS | 7/75 | 75 | 2220 | OUTER | 40 | 9/75 | 9 | 44 | 1.4 | 0.07 | 2220 |
| | | | | | | | | | OUTER | 40 | 6/76 | 11 | 47 | 1.4 | 0.38 | 2220 |
| | | | | | | | | | OUTER | 40 | 11/76 | 10 | 42 | 2.5 | 0.55 | 2220 |
| | | | | | | | | | OUTER | 40 | 6/77 | 11 | 54 | 1.8 | 0.79 | 2220 |
| | | | | | | | 77 | 2520 | OUTER | 40 | 9/78 | 10 | 46 | 0.9 | 1.38 | 2400 |
| | | | | | | | | | OUTER | 40 | 7/79 | 11 | 51 | 1.8 | 1.74 | 2400 |
| | | | | | | | 75 | 2220 | OUTER | 25 | 9/75 | 9 | 49 | 1.2 | 0.07 | 2220 |
| | | | | | | | | | OUTER | 25 | 6/77 | 11 | 58 | 1.1 | 0.79 | 2220 |
| | | | | | | | | | OUTER | 55 | 9/75 | 9 | 42 | 1.1 | 0.07 | 2220 |
| | | | | | | | | | OUTER | 55 | 6/77 | 11 | 48 | 1.8 | 0.79 | 2220 |
| US 62 | HARDIN (70% GREEN RIVER, 30% LIMESTONE) | 4- 47 | 20.1- 21.2 | 1.1 | FAS-SS | 10/76 | 75 | 5130 | OUTER | 40 | 11/76 | 6 | 39 | 1.2 | 0.07 | 5130 |
| | | | | | | | | | OUTER | 40 | 11/76 | 14 | 40 | 0.9 | 0.09 | 5130 |
| | | | | | | | | | OUTER | 40 | 6/77 | 11 | 46 | 1.5 | 0.65 | 5130 |
| | | | | | | | 77 | 3770 | OUTER | 40 | 11/78 | 12 | 46 | 2.3 | 1.50 | 3900 |
| | | | | | | | | | OUTER | 40 | 7/79 | 12 | 50 | 1.2 | 1.93 | 3900 |
| | | | | | | | 75 | 5130 | OUTER | 25 | 6/77 | 12 | 53 | 2.2 | 0.65 | 5130 |
| | | | | | | | | | OUTER | 55 | 6/77 | 12 | 43 | 1.7 | 0.65 | 5130 |
| US 62 | HARDIN (40% GREEN RIVER, 60% LIMESTONE) | 4- 47 | 21.2- 22.4 | 1.2 | FAS-SS | 10/76 | 75 | 3905 | OUTER | 40 | 11/76 | 8 | 40 | 3.9 | 0.05 | 3900 |
| | | | | | | | | | OUTER | 40 | 11/76 | 16 | 40 | 2.0 | 0.07 | 3900 |
| | | | | | | | | | OUTER | 40 | 6/77 | 11 | 45 | 1.1 | 0.50 | 3900 |
| | | | | | | | 77 | 3480 | OUTER | 40 | 11/78 | 11 | 42 | 1.7 | 1.35 | 3500 |
| | | | | | | | | | OUTER | 40 | 7/79 | 12 | 45 | 1.4 | 1.74 | 3500 |
| | | | | | | | 75 | 3905 | OUTER | 25 | 6/77 | 12 | 52 | 2.6 | 0.50 | 3900 |
| | | | | | | | | | OUTER | 55 | 6/77 | 11 | 42 | 1.3 | 0.50 | 3900 |
| US 62 | HARDIN (100% GREEN RIVER) | 4- 47 | 22.4- 23.6 | 1.2 | FAS-SS | 10/76 | 75 | 2680 | OUTER | 40 | 11/76 | 12 | 42 | 1.4 | 0.04 | 2680 |
| | | | | | | | | | OUTER | 40 | 11/76 | 13 | 42 | 0.9 | 0.05 | 2680 |
| | | | | | | | | | OUTER | 40 | 6/77 | 12 | 47 | 1.4 | 0.34 | 2680 |
| | | | | | | | 77 | 2670 | OUTER | 40 | 11/78 | 10 | 51 | 1.9 | 1.02 | 2600 |
| | | | | | | | | | OUTER | 40 | 7/79 | 12 | 55 | 1.5 | 1.32 | 2700 |
| | | | | | | | 75 | 2680 | OUTER | 25 | 6/77 | 12 | 55 | 2.0 | 0.34 | 2680 |
| | | | | | | | | | OUTER | 55 | 6/77 | 11 | 45 | 1.6 | 0.34 | 2680 |

OPEN-GRADED FRICTION COURSE, TYPE 1 (ALL GREEN RIVER OR WITH LIMESTONE) (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9065 | BULLITT (97% GREEN RIVER, 3% MF) | 5- 15 | 116.6-116.9 | 0.3 | INTER | 3/76 | 75 | 25700 | OUTER | 40 | 11/76 | 8 | 53 | 2.6 | 1.93 | 15980 |
| | | | | | | | | | OUTER | 40 | 6/77 | 4 | 48 | 1.3 | 3.85 | 16320 |
| | | | | | | | 77 | 34800 | OUTER | 40 | 7/79 | 9 | 40 | 2.7 | 11.82 | 19400 |
| | | | | | | | 75 | 25700 | OUTER | 25 | 11/76 | 6 | 54 | 1.6 | 1.93 | 15980 |
| | | | | | | | | | OUTER | 25 | 6/77 | 8 | 54 | 3.9 | 3.85 | 16320 |
| | | | | | | | | | OUTER | 55 | 11/76 | 4 | 56 | 1.4 | 1.93 | 15980 |
| | | | | | | | | | OUTER | 55 | 6/77 | 4 | 47 | 0.9 | 3.85 | 16320 |
| | | | | | | | | | INNER | 40 | 11/76 | 8 | 49 | 0.9 | 1.04 | 8660 |
| | | | | | | | | | INNER | 40 | 6/77 | 6 | 49 | 0.9 | 2.09 | 8840 |
| | | | | | | | 77 | 34800 | INNER | 40 | 7/79 | 7 | 44 | 1.6 | 7.92 | 13000 |
| | | | | | | | 75 | 25700 | INNER | 25 | 11/76 | 6 | 53 | 0.9 | 1.04 | 8660 |
| | | | | | | | | | INNER | 25 | 6/77 | 10 | 55 | 1.2 | 2.09 | 8840 |
| | | | | | | | | | INNER | 55 | 11/76 | 4 | 50 | 1.4 | 1.04 | 8660 |
| | | | | | | | | | INNER | 55 | 6/77 | 5 | 45 | 1.9 | 2.09 | 8840 |
| I 9065 | HARDIN (97% GREEN RIVER, 3% MF) | 4- 47 | 91.5- 91.7 | 0.2 | INTER | 3/76 | 75 | 22900 | OUTER | 40 | 11/76 | 8 | 47 | 0.8 | 1.78 | 14780 |
| | | | | | | | | | OUTER | 40 | 10/77 | 8 | 49 | 2.0 | 4.30 | 15150 |
| | | | | | | | | | OUTER | 25 | 11/76 | 8 | 52 | 1.0 | 1.78 | 14780 |
| | | | | | | | | | OUTER | 25 | 10/77 | 9 | 54 | 1.9 | 4.30 | 15150 |
| | | | | | | | | | OUTER | 55 | 11/76 | 5 | 46 | 1.8 | 1.78 | 14780 |
| | | | | | | | | | OUTER | 55 | 10/77 | 5 | 47 | 1.1 | 4.30 | 15150 |
| | | | | | | | | | INNER | 40 | 11/76 | 8 | 46 | 1.4 | 0.86 | 7170 |
| | | | | | | | | | INNER | 40 | 10/77 | 8 | 48 | 0.4 | 2.09 | 7350 |
| | | | | | | | | | INNER | 25 | 11/76 | 8 | 49 | 0.9 | 0.86 | 7170 |
| | | | | | | | | | INNER | 25 | 10/77 | 8 | 52 | 0.6 | 2.09 | 7350 |
| | | | | | | | | | INNER | 55 | 11/76 | 4 | 45 | 1.0 | 0.86 | 7170 |
| | | | | | | | | | INNER | 55 | 10/77 | 5 | 45 | 1.6 | 2.09 | 7350 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | TEST MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KY 2 | GREENUP (97% SLAG, 3% FLY ASH) | 9- 45 | 0.0- 6.3 | 6.3 | FAS-SS | 8/74 | 73 | 920 | OUTER | 40 | 9/74 | 25 | 50 | 3.1 | 0.01 | 400 |
| | | | | | | | | | OUTER | 40 | 11/74 | 14 | 50 | 4.5 | 0.04 | 830 |
| | | | | | | | 75 | 680 | OUTER | 40 | 5/75 | 22 | 51 | 2.4 | 0.10 | 700 |
| | | | | | | | | | OUTER | 40 | 9/76 | 26 | 50 | 3.8 | 0.26 | 690 |
| | | | | | | | | | OUTER | 40 | 9/77 | 24 | 54 | 3.8 | 0.38 | 680 |
| | | | | | | | 73 | 920 | OUTER | 25 | 9/74 | 26 | 63 | 4.5 | 0.01 | 400 |
| | | | | | | | 75 | 680 | OUTER | 25 | 9/77 | 24 | 59 | 2.8 | 0.38 | 680 |
| | | | | | | | 73 | 920 | OUTER | 55 | 9/74 | 34 | 41 | 2.8 | 0.01 | 400 |
| | | | | | | | 75 | 680 | OUTER | 55 | 9/77 | 25 | 51 | 3.5 | 0.38 | 680 |
| KY 7 | GREENUP (97% SLAG, 3% FLY ASH) | 9- 45 | 0.0- 5.7 | 5.7 | FAS-SS | 8/74 | 73 | 1131 | OUTER | 40 | 9/74 | 22 | 48 | 2.1 | 0.01 | 1040 |
| | | | | | | | | | OUTER | 40 | 11/74 | 14 | 47 | 2.4 | 0.05 | 1040 |
| | | | | | | | 75 | 785 | OUTER | 40 | 5/75 | 22 | 51 | 2.5 | 0.10 | 750 |
| | | | | | | | | | OUTER | 40 | 9/75 | 46 | 50 | 2.6 | 0.16 | 760 |
| | | | | | | | | | OUTER | 40 | 9/76 | 23 | 52 | 3.8 | 0.29 | 770 |
| | | | | | | | | | OUTER | 40 | 9/77 | 22 | 59 | 3.9 | 0.43 | 800 |
| | | | | | | | 73 | 1131 | OUTER | 25 | 9/74 | 21 | 64 | 3.3 | 0.01 | 1040 |
| | | | | | | | 75 | 785 | OUTER | 25 | 9/75 | 44 | 55 | 2.6 | 0.16 | 760 |
| | | | | | | | | | OUTER | 25 | 9/77 | 22 | 62 | 5.9 | 0.43 | 800 |
| | | | | | | | 73 | 1131 | OUTER | 55 | 9/74 | 25 | 43 | 2.4 | 0.01 | 1040 |
| | | | | | | | 75 | 785 | OUTER | 55 | 9/75 | 48 | 45 | 2.9 | 0.16 | 760 |
| | | | | | | | | | OUTER | 55 | 9/77 | 23 | 55 | 5.1 | 0.43 | 800 |
| KY 7 | GREENUP (97% SLAG, 3% MF) | 9- 45 | 12.9- 20.0 | 7.1 | FAS-SS | 10/75 | 75 | 2430 | OUTER | 40 | 9/75 | 10 | 44 | 6.5 | 0.0 | 2430 |
| | | | | | | | | | OUTER | 40 | 9/76 | 26 | 46 | 3.6 | 0.41 | 2520 |
| | | | | | | | | | OUTER | 40 | 9/77 | 27 | 48 | 3.9 | 0.86 | 2470 |
| | | | | | | | 77 | 1270 | OUTER | 40 | 8/78 | 26 | 43 | 3.1 | 0.93 | 1800 |
| | | | | | | | 75 | 2430 | OUTER | 25 | 9/77 | 27 | 50 | 4.1 | 0.86 | 2470 |
| | | | | | | | | | OUTER | 55 | 9/77 | 28 | 46 | 3.2 | 0.86 | 2470 |
| KY 10 | CAMPBELL (100% SLAG) | 6- 19 | 0.0- 1.4 | 1.4 | FAS-SS | 8/75 | 75 | 2220 | OUTER | 40 | 10/75 | 9 | 44 | 3.3 | 0.07 | 2050 |
| | | | | | | | | | OUTER | 40 | 8/76 | 19 | 52 | 2.4 | 0.40 | 2190 |
| | | | | | | | 77 | 1110 | OUTER | 40 | 10/79 | 10 | 49 | 3.3 | 1.11 | 1500 |
| | | | | | | | 75 | 2220 | OUTER | 25 | 10/75 | 10 | 50 | 3.6 | 0.07 | 2050 |
| KY 10 | LEWIS (97% SLAG, 3% MF) | 9- 68 | 29.5- 39.2 | 9.7 | FAP-SP | 8/76 | 75 | 2040 | OUTER | 40 | 9/77 | 39 | 50 | 3.9 | 0.39 | 1990 |
| | | | | | | | 77 | 2470 | OUTER | 40 | 8/78 | 37 | 47 | 2.0 | 0.87 | 2400 |
| | | | | | | | 75 | 2040 | OUTER | 25 | 9/77 | 38 | 54 | 3.5 | 0.39 | 1990 |
| | | | | | | | | | OUTER | 55 | 9/77 | 38 | 50 | 3.5 | 0.39 | 1990 |
| US 25 | MADISON (97% SLAG, 3% MF) | 7- 76 | 12.1- 15.3 | 3.2 | FAP-SS | 10/76 | 75 | 8680 | OUTER | 40 | 10/76 | 13 | 46 | 1.1 | 0.0 | 4560 |
| | | | | | | | | | OUTER | 40 | 12/77 | 19 | 55 | 1.4 | 1.91 | 8960 |
| | | | | | | | 77 | 10540 | OUTER | 40 | 10/78 | 14 | 47 | 2.8 | 3.85 | 10500 |
| | | | | | | | 75 | 8680 | OUTER | 25 | 10/76 | 14 | 53 | 0.8 | 0.0 | 4560 |
| | | | | | | | | | OUTER | 25 | 12/77 | 13 | 62 | 2.1 | 1.91 | 8960 |
| | | | | | | | | | OUTER | 55 | 10/76 | 12 | 43 | 1.0 | 0.0 | 4560 |
| | | | | | | | | | OUTER | 55 | 12/77 | 15 | 50 | 2.2 | 1.91 | 8960 |

OPEN-GRADED FRICTION COURSE, TYPE 1 (SLAG AGGREGATE) (CONTINUED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | TEST MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 60 | BOYD (97% SLAG, 3% FLY ASH) | 9- 10 | 0.5- 4.2 | 3.7 | FAS-SS | 10/74 | 73 | 3770 | OUTER | 40 | 11/74 | 11 | 48 | 3.7 | 0.0 | 3770 |
| | | | | | | | 75 | 5320 | OUTER | 40 | 9/75 | 16 | 52 | 0.9 | 0.90 | 5160 |
| | | | | | | | | | OUTER | 40 | 9/76 | 15 | 48 | 4.4 | 1.81 | 5240 |
| | | | | | | | | | OUTER | 40 | 9/77 | 16 | 44 | 3.2 | 2.79 | 5270 |
| | | | | | | | 77 | 6150 | OUTER | 40 | 8/78 | 13 | 46 | 5.2 | 3.95 | 5600 |
| | | | | | | | 73 | 3770 | OUTER | 25 | 11/74 | 11 | 61 | 5.3 | 0.0 | 3770 |
| | | | | | | | 75 | 5320 | OUTER | 25 | 9/75 | 14 | 55 | 1.8 | 0.90 | 5160 |
| | | | | | | | | | OUTER | 25 | 9/77 | 14 | 52 | 2.6 | 2.79 | 5270 |
| | | | | | | | 73 | 3770 | OUTER | 55 | 11/74 | 11 | 45 | 6.4 | 0.0 | 3770 |
| | | | | | | | 75 | 5320 | OUTER | 55 | 9/75 | 13 | 49 | 2.6 | 0.90 | 5160 |
| | | | | | | | | | OUTER | 55 | 9/77 | 16 | 41 | 4.4 | 2.79 | 5270 |
| US 62 | MUHLENBERG (97% STEEL SLAG, 3% MF) | 2- 89 | 4.2- 9.0 | 4.8 | FAS-SS | 9/76 | 75 | 2995 | OUTER | 40 | 11/76 | 19 | 46 | 1.8 | 0.03 | 3900 |
| | | | | | | | | | OUTER | 40 | 10/77 | 23 | 50 | 3.0 | 0.53 | 1720 |
| | | | | | | | 77 | 3530 | OUTER | 40 | 8/78 | 20 | 45 | 1.9 | 1.15 | 3500 |
| | | | | | | | | | OUTER | 40 | 10/79 | 18 | 53 | 4.0 | 1.92 | 3500 |
| | | | | | | | 75 | 2995 | OUTER | 25 | 10/77 | 25 | 57 | 3.6 | 0.53 | 1720 |
| | | | | | | | | | OUTER | 55 | 10/77 | 22 | 45 | 3.2 | 0.53 | 1720 |
| KY 180 | BOYD (97% SLAG, 3% FLY ASH) | 9- 10 | 0.9- 2.5 | 1.6 | FAP-SP | 10/75 | 75 | 6185 | OUTER | 40 | 9/75 | 7 | 49 | 6.6 | 0.0 | 7970 |
| | | | | | | | | | OUTER | 40 | 8/76 | 7 | 53 | 1.0 | 0.83 | 5310 |
| | | | | | | | | | OUTER | 40 | 9/77 | 6 | 45 | 4.8 | 1.86 | 5380 |
| | | | | | | | 77 | 7390 | OUTER | 40 | 8/78 | 9 | 56 | 2.8 | 3.05 | 5900 |
| | | | | | | | 75 | 6185 | INNER | 40 | 9/75 | 6 | 58 | 2.7 | 0.0 | 1100 |
| | | | | | | | | | INNER | 40 | 8/76 | 6 | 54 | 2.1 | 0.11 | 730 |
| | | | | | | | | | INNER | 40 | 9/77 | 7 | 52 | 4.4 | 0.26 | 740 |
| | | | | | | | 77 | 7390 | INNER | 40 | 8/78 | 5 | 58 | 1.3 | 0.47 | 900 |
| I 9024 | MARSHALL (97% STEEL SLAG, 3% MF) | 1- 79 | 22.0- 26.5 | 4.5 | INTER | 10/77 | 77 | 7620 | OUTER | 40 | 10/77 | 33 | 41 | 2.9 | 0.0 | 6500 |
| | | | | | | | | | OUTER | 40 | 7/78 | 33 | 45 | 2.0 | 0.89 | 6500 |
| | | | | | | | | | OUTER | 40 | 8/79 | 34 | 39 | 4.0 | 2.17 | 6500 |
| | | | | | | | | | INNER | 40 | 10/77 | 17 | 42 | 2.5 | 0.0 | 1100 |
| | | | | | | | | | INNER | 40 | 7/78 | 35 | 52 | 2.6 | 0.15 | 1100 |
| | | | | | | | | | INNER | 40 | 8/79 | 16 | 48 | 2.0 | 0.36 | 1100 |
| I 9075 | KENTON (97% SLAG, 3% MF) | 6- 59 | 184.7-185.4 | 0.7 | INTER | 9/76 | 75 | 78770 | OUTER | 40 | 7/77 | 8 | 48 | 2.1 | 2.47 | 15750 |
| | | | | | | | 77 | 81580 | OUTER | 40 | 9/79 | 5 | 46 | 7.7 | 8.99 | 16300 |
| | | | | | | | 75 | 78770 | MIDDLE | 40 | 7/77 | 10 | 46 | 3.7 | 4.93 | 31510 |
| | | | | | | | 77 | 81580 | MIDDLE | 40 | 9/79 | 2 | 48 | 0.0 | 17.97 | 32500 |
| | | | | | | | 75 | 78770 | INNER | 40 | 7/77 | 10 | 48 | 3.1 | 4.93 | 31510 |
| | | | | | | | 77 | 81580 | INNER | 40 | 9/79 | 3 | 53 | 0.6 | 17.97 | 32500 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9075 | KENTON (87% SLAG, 10% SAND, 3% FLY ASH) (NB LANES) | 6- 59 | 188.6-190.5 | 1.9 | INTER | 11/76 | 75109020 | OUTER | 40 | 5/77 | 19 | 49 | 2.7 | 2.09 | 21800 |
| | | | | | | | | OUTER | 40 | 7/77 | 8 | 48 | 1.7 | 2.75 | 21800 |
| | | | | | | | 77 94950 | OUTER | 40 | 9/79 | 8 | 41 | 3.4 | 9.98 | 19100 |
| | | | | | | | 75109020 | OUTER | 55 | 5/77 | 16 | 49 | 3.6 | 2.09 | 21800 |
| | | | | | | | | MIDDLE | 40 | 5/77 | 19 | 43 | 4.6 | 4.19 | 43610 |
| | | | | | | | | MIDDLE | 40 | 7/77 | 8 | 42 | 4.5 | 5.49 | 43610 |
| | | | | | | | 77 94950 | MIDDLE | 40 | 9/79 | 4 | 36 | 5.3 | 19.95 | 38200 |
| | | | | | | | 75109020 | MIDDLE | 55 | 5/77 | 17 | 48 | 4.5 | 4.19 | 43610 |
| | | | | | | | | INNER | 40 | 5/77 | 18 | 48 | 3.9 | 4.19 | 43610 |
| | | | | | | | | INNER | 40 | 7/77 | 10 | 45 | 4.8 | 5.49 | 43610 |
| | | | | | | | 77 94950 | INNER | 40 | 9/79 | 4 | 46 | 4.1 | 19.95 | 38200 |
| | | | | | | | 75109020 | INNER | 55 | 5/77 | 19 | 52 | 3.9 | 4.19 | 43610 |

## OPEN-GRADED FRICTION COURSE, TYPE I (GRAVEL OR GRAVEL AND LIMESTONE)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KY 11 | MASON | 9- 81 | 0.0- 4.1 | 4.1 | FAP-SP | 10/76 | 75 | 2460 | OUTER | 40 | 9/77 | 15 | 57 | 1.3 | 0.41 | 2540 |
| | (100% GRAVEL) | | | | | | 77 | 3120 | OUTER | 40 | 11/78 | 16 | 51 | 4.4 | 1.20 | 3100 |
| | | | | | | | | | OUTER | 40 | 10/79 | 16 | 55 | 1.7 | 1.68 | 3100 |
| | | | | | | | 75 | 2460 | OUTER | 25 | 9/77 | 14 | 61 | 2.0 | 0.41 | 2540 |
| | | | | | | | | | OUTER | 55 | 9/77 | 16 | 53 | 1.4 | 0.41 | 2540 |
| US 51 | BALLARD | 1- 4 | 6.0- 6.3 | 0.3 | FAP-SP | 6/74 | 73 | 7290 | OUTER | 40 | 7/74 | 10 | 47 | 3.4 | 0.17 | 7560 |
| | (100% MISSISSIPPI RIVER GRAVEL) | | | | | | 75 | 6550 | OUTER | 40 | 6/75 | 7 | 44 | 2.5 | 1.24 | 7000 |
| | (NO MORE TESTS TO BE MADE) | | | | | | | | OUTER | 40 | 7/76 | 6 | 37 | 0.9 | 2.59 | 6760 |
| | | | | | | | 73 | 7290 | OUTER | 25 | 7/74 | 10 | 50 | 2.7 | 0.17 | 7560 |
| | | | | | | | 75 | 6550 | OUTER | 25 | 6/75 | 8 | 49 | 2.7 | 1.24 | 7000 |
| | | | | | | | 73 | 7290 | OUTER | 55 | 7/74 | 10 | 44 | 1.9 | 0.17 | 7560 |
| | | | | | | | 75 | 6550 | OUTER | 55 | 6/75 | 9 | 40 | 3.6 | 1.24 | 7000 |
| US 68 | MARSHALL | 1- 79 | 0.0- 3.1 | 3.1 | FAP-SP | 10/76 | 75 | 4760 | OUTER | 40 | 10/76 | 14 | 49 | 1.7 | 0.03 | 5710 |
| | (OVERLAID) | | | | | | | | | | | | | | | |
| US 68 | MARSHALL | 1- 79 | 3.1- 6.3 | 3.2 | FAP-SP | 10/76 | 75 | 4760 | OUTER | 40 | 10/76 | 15 | 44 | 2.3 | 0.02 | 4760 |
| | (OVERLAID) | | | | | | | | | | | | | | | |
| US 68 | MARSHALL | 1- 79 | 6.3- 7.3 | 1.0 | FAP-SP | 9/77 | 75 | 4760 | OUTER | 40 | 10/77 | 4 | 39 | 1.1 | 0.08 | 6280 |
| | (70% GRAVEL, 30% LIMESTONE) | | | | | | 77 | 6640 | OUTER | 40 | 7/78 | 4 | 45 | 4.7 | 1.03 | 6800 |
| | (OVERLAID AFTER 1979 TESTS) | | | | | | | | OUTER | 40 | 8/79 | 10 | 45 | 4.3 | 2.33 | 6700 |
| US 68 | MARSHALL | 1- 79 | 7.3- 8.3 | 1.0 | FAP-SP | 9/77 | 75 | 4760 | OUTER | 40 | 10/77 | 4 | 37 | 1.1 | 0.08 | 6280 |
| | (40% GRAVEL, 60% LIMESTONE) | | | | | | 77 | 8370 | OUTER | 40 | 7/78 | 4 | 43 | 0.4 | 1.29 | 8600 |
| | (OVERLAID AFTER 1979 TESTS) | | | | | | | | OUTER | 40 | 8/79 | 10 | 40 | 2.1 | 2.93 | 8500 |
| US 68 | MARSHALL | 1- 79 | 8.3- 9.4 | 1.1 | FAP-SP | 9/77 | 75 | 4760 | OUTER | 40 | 10/77 | 5 | 42 | 3.2 | 0.08 | 6280 |
| | (100% GRAVEL) | | | | | | 77 | 10100 | OUTER | 40 | 7/78 | 4 | 48 | 5.7 | 1.56 | 10400 |
| | (OVERLAID AFTER 1979 TESTS) | | | | | | | | OUTER | 40 | 8/79 | 10 | 51 | 4.4 | 3.54 | 10200 |
| I 9024 | MC CRACKEN | 1- 73 | 16.1- 22.0 | 5.9 | INTER | 9/77 | 77 | 7620 | OUTER | 40 | 10/77 | 45 | 60 | 2.9 | 0.0 | 6500 |
| | -MARSHALL | 1- 79 | | | | | | | OUTER | 40 | 7/78 | 43 | 62 | 2.6 | 0.98 | 6500 |
| | (95% GRAVEL, 5% MF) | | | | | | | | OUTER | 40 | 8/79 | 43 | 58 | 2.0 | 2.29 | 6600 |
| | | | | | | | | | INNER | 40 | 10/77 | 23 | 67 | 1.2 | 0.0 | 1100 |
| | | | | | | | | | INNER | 40 | 7/78 | 46 | 68 | 1.9 | 0.16 | 1100 |
| | | | | | | | | | INNER | 40 | 8/79 | 23 | 63 | 1.9 | 0.38 | 1100 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 25E | BELL | 11- 7 | 14.7- 16.3 | 1.6 | FAP-SP | 10/76 | 75 | 7700 | OUTER | 40 | 10/76 | 11 | 39 | 2.2 | 0.0 | 7640 |
| | (70% GRANITE, 25% LIMESTONE, 5% MF) | | | | | | | | OUTER | 40 | 6/77 | 12 | 40 | 2.8 | 0.92 | 7640 |
| | (PATCH WITH OGFC IN WHEELPATH, DATE UNKNOWN) | | | | | | 77 | 11990 | OUTER | 40 | 10/78 | 7 | 48 | 2.3 | 4.22 | 11500 |
| | (DATA NOT USED IN ANALYSIS) | | | | | | 75 | 7700 | OUTER | 25 | 6/77 | 10 | 48 | 2.3 | 0.92 | 7640 |
| | | | | | | | | | OUTER | 55 | 6/77 | 11 | 38 | 2.1 | 0.92 | 7640 |
| US 25E | BELL | 11- 7 | 16.3- 17.9 | 1.6 | FAP-SP | 10/76 | 75 | 7700 | OUTER | 40 | 10/76 | 11 | 38 | 1.8 | 0.0 | 7640 |
| | (40% GRANITE, 55% LIMESTONE, 5% MF) | | | | | | | | OUTER | 40 | 6/77 | 14 | 40 | 2.3 | 0.92 | 7640 |
| | (PATCH WITH OGFC IN WHEELPATH, DATE UNKNOWN) | | | | | | 77 | 11990 | OUTER | 40 | 10/78 | 9 | 45 | 4.1 | 4.21 | 11500 |
| | (DATA NOT USED IN ANALYSIS) | | | | | | 75 | 7700 | OUTER | 25 | 6/77 | 11 | 46 | 3.2 | 0.92 | 7640 |
| | | | | | | | | | OUTER | 55 | 6/77 | 11 | 36 | 1.2 | 0.92 | 7640 |
| US 25E | BELL | 11- 7 | 17.9- 19.5 | 1.6 | FAP-SP | 10/76 | 75 | 5820 | OUTER | 40 | 10/76 | 10 | 42 | 2.0 | 0.0 | 5770 |
| | (95% GRANITE, 5% MF) | | | | | | | | OUTER | 40 | 6/77 | 12 | 48 | 1.6 | 0.70 | 5770 |
| | (PATCH WITH OGFC IN WHEELPATH, DATE UNKNOWN) | | | | | | 77 | 6590 | OUTER | 40 | 10/78 | 8 | 54 | 3.8 | 2.38 | 6500 |
| | (DATA NOT USED IN ANALYSIS) | | | | | | 75 | 5820 | OUTER | 25 | 6/77 | 12 | 55 | 3.5 | 0.70 | 5770 |
| | | | | | | | | | OUTER | 55 | 6/77 | 11 | 43 | 1.9 | 0.70 | 5770 |
| US 25E | KNOX | 11- 61 | 0.0- 5.4 | 5.4 | FAP-SP | 10/76 | 75 | 5820 | OUTER | 40 | 9/76 | 21 | 45 | 1.5 | 0.0 | 6350 |
| | (95% GRANITE, 5% MF) | | | | | | | | OUTER | 40 | 6/77 | 22 | 49 | 2.6 | 0.70 | 5770 |
| | | | | | | | 77 | 7220 | OUTER | 40 | 10/78 | 21 | 53 | 3.2 | 2.59 | 7100 |
| | | | | | | | 75 | 5820 | OUTER | 25 | 6/77 | 21 | 57 | 1.6 | 0.70 | 5770 |
| | | | | | | | | | OUTER | 55 | 6/77 | 22 | 44 | 1.9 | 0.70 | 5770 |
| US 68 | BOURBON | 7- 9 | 0.0- 2.3 | 2.3 | SP | 11/76 | 75 | 8790 | OUTER | 40 | 9/77 | 16 | 45 | 7.4 | 1.30 | 8790 |
| | (95% GRANITE, 5% MF) | | | | | | 77 | 5060 | OUTER | 40 | 9/78 | 9 | 44 | 4.6 | 1.76 | 5300 |
| | | | | | | | | | OUTER | 40 | 8/79 | 10 | 55 | 5.0 | 2.60 | 5300 |
| | | | | | | | 75 | 8790 | OUTER | 25 | 9/77 | 13 | 49 | 2.4 | 1.30 | 8790 |
| | | | | | | | | | OUTER | 55 | 9/77 | 12 | 37 | 5.4 | 1.30 | 8790 |
| US 119 | BELL | 11- 7 | 0.0- 5.5 | 5.5 | FAP-SP | 10/76 | 75 | 6500 | OUTER | 40 | 10/76 | 30 | 44 | 1.5 | 0.00 | 2170 |
| | (95% GRANITE, 5% MF) | | | | | | | | OUTER | 40 | 6/77 | 21 | 50 | 2.1 | 0.78 | 6450 |
| | | | | | | | 77 | 5550 | OUTER | 40 | 10/78 | 21 | 55 | 3.1 | 2.07 | 5700 |
| | | | | | | | 75 | 6500 | OUTER | 25 | 6/77 | 21 | 56 | 1.7 | 0.78 | 6450 |
| | | | | | | | | | OUTER | 55 | 6/77 | 21 | 45 | 2.3 | 0.78 | 6450 |
| US 460 | MAGOFFIN | 10- 77 | 14.4- 20.3 | 5.9 | SP | 8/78 | 77 | | OUTER | 40 | 12/78 | 19 | 49 | 2.0 | 0.00 | |
| | (96% GRANITE, 4% MF) | | | | | | | | | | | | | | | |

OPEN-GRADED FRICTION COURSE, TYPE 1 (MISC AGGREGATE)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 68 | WARREN | 3-114 | 3.6- 8.0 | 4.4 | FAP-SP | 10/76 | 75 | 6690 | OUTER | 40 | 11/76 | 18 | 45 | 1.6 | 0.09 | 7490 |
| | (100 % CRUSHED QUARTZ (VIRGINIA)) | | | | | | | | OUTER | 40 | 7/77 | 18 | 49 | 1.8 | 0.91 | 6760 |
| | | | | | | | 77 | 6850 | OUTER | 40 | 7/78 | 18 | 53 | 2.8 | 2.20 | 6900 |
| | | | | | | | | | OUTER | 40 | 6/79 | 18 | 53 | 3.1 | 3.38 | 6900 |
| | | | | | | | 75 | 6690 | OUTER | 25 | 7/77 | 18 | 56 | 1.9 | 0.91 | 6760 |
| | | | | | | | | | OUTER | 55 | 7/77 | 19 | 46 | 2.0 | 0.91 | 6760 |
| KY1699 | JEFFERSON | 5- 56 | 0.0- 0.9 | 0.9 | SS | 9/76 | 75 | 5828 | OUTER | 40 | 10/76 | 27 | 50 | 2.1 | 0.13 | 5830 |
| | (100% LIGHTWEIGHT AGGREGATE (SOLITE)) | | | | | | | | OUTER | 40 | 8/77 | 11 | 66 | 2.0 | 0.94 | 5830 |
| | (OVERLAID IN 1979) | | | | | | | | OUTER | 25 | 8/77 | 9 | 72 | 1.1 | 0.94 | 5830 |
| | | | | | | | | | OUTER | 55 | 8/77 | 9 | 60 | 1.4 | 0.94 | 5830 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | TEST MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 60 | BALLARD (100% GRAVEL) | 1- 4 | 0.3- 6.5 | 6.2 | FAP-SP | 9/76 | 75 | 3530 | OUTER | 40 | 10/77 | 30 | 43 | 2.6 | 0.69 | 3530 |
| | | | | | | | 77 | 3480 | OUTER | 40 | 7/78 | 24 | 42 | 2.5 | 1.16 | 3500 |
| | | | | | | | | | OUTER | 40 | 8/79 | 25 | 39 | 2.2 | 1.84 | 3500 |
| | | | | | | | 75 | 3530 | OUTER | 25 | 10/77 | 28 | 48 | 3.1 | 0.69 | 3530 |
| | | | | | | | | | OUTER | 55 | 10/77 | 28 | 40 | 2.3 | 0.69 | 3530 |
| US 62 | GRAYSON (70% GRAVEL, 30% LIMESTONE) | 4- 43 | 14.0- 19.0 | 5.0 | FAP-RS | 11/76 | 77 | 2400 | OUTER | 40 | 9/78 | 19 | 41 | 3.2 | 0.80 | 2400 |
| | | | | | | | | | OUTER | 40 | 10/79 | 20 | 51 | 2.1 | 1.28 | 2400 |
| US 62 | HARDIN (97% GREEN RIVER, 3% MF) | 4- 47 | 0.0- 4.7 | 4.7 | FAS-SS | 10/74 | 73 | 3360 | OUTER | 40 | 11/74 | 10 | 49 | 4.7 | 0.05 | 3450 |
| | | | | | | | | | OUTER | 40 | 12/74 | 14 | 48 | 3.3 | 0.10 | 6900 |
| | | | | | | | 75 | 2540 | OUTER | 40 | 9/75 | 19 | 47 | 1.8 | 0.44 | 2620 |
| | | | | | | | | | OUTER | 40 | 6/76 | 19 | 50 | 1.4 | 0.80 | 2590 |
| | | | | | | | | | OUTER | 40 | 11/76 | 18 | 48 | 2.0 | 0.98 | 2580 |
| | | | | | | | | | OUTER | 40 | 6/77 | 18 | 56 | 1.6 | 1.27 | 2570 |
| | | | | | | | 77 | 3190 | OUTER | 40 | 9/78 | 19 | 48 | 6.1 | 2.04 | 2800 |
| | | | | | | | | | OUTER | 40 | 7/79 | 16 | 56 | 2.7 | 2.50 | 2900 |
| | | | | | | | 73 | 3360 | OUTER | 25 | 12/74 | 14 | 58 | 3.0 | 0.10 | 6900 |
| | | | | | | | 75 | 2540 | OUTER | 25 | 9/75 | 17 | 54 | 1.8 | 0.44 | 2620 |
| | | | | | | | | | OUTER | 25 | 6/77 | 18 | 62 | 2.4 | 1.27 | 2570 |
| | | | | | | | 73 | 3360 | OUTER | 55 | 12/74 | 14 | 43 | 3.7 | 0.10 | 6900 |
| | | | | | | | 75 | 2540 | OUTER | 55 | 9/75 | 17 | 45 | 2.1 | 0.44 | 2620 |
| | | | | | | | | | OUTER | 55 | 6/77 | 18 | 50 | 2.3 | 1.27 | 2570 |
| KY 90 | BARREN (70% GRAVEL, 30% LIMESTONE) | 3- 5 | 10.2- 22.0 | 11.8 | UN | 10/76 | 75 | 4980 | OUTER | 40 | 8/77 | 24 | 49 | 2.6 | 0.71 | 4760 |
| | | | | | | | 77 | 4700 | OUTER | 40 | 10/78 | 49 | 44 | 4.7 | 1.69 | 4600 |
| | | | | | | | 75 | 4980 | OUTER | 25 | 8/77 | 25 | 53 | 4.2 | 0.71 | 4760 |
| | | | | | | | | | OUTER | 55 | 8/77 | 23 | 47 | 2.9 | 0.71 | 4760 |
| KY 94 | CALLOWAY (70% GRAVEL, 30% LIMESTONE) (10.8-13.0 OVERLAID 1978, REST PATCHED) | 1- 18 | 10.8- 16.8 | 6.0 | FAS-SS | 11/76 | 77 | 3790 | OUTER | 40 | 7/78 | 24 | 44 | 8.3 | 1.12 | 3700 |
| KY 94 | CALLOWAY (70% GRAVEL, 30% LIMESTONE) (ALL PATCHED 1978) | 1- 18 | 16.8- 24.2 | 7.4 | FAS-SS | 11/76 | 77 | 2450 | OUTER | 40 | 7/78 | 29 | 47 | 2.7 | 0.75 | 2500 |

SPRINKLE TREATMENT (FOR ASPHALTIC-CONCRETE PAVEMENT)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 31E | NELSON (QUARTZITE) | 4- 90 | 15.7- 16.7 | 1.0 | FAP-SP | 9/78 | 77 | 7670 | OUTER | 40 | 10/78 | 10 | 46 | 1.9 | 0.06 | 7200 |
| | | | | | | | | | OUTER | 40 | 6/79 | 10 | 51 | 2.5 | 1.00 | 7600 |
| | | | | | | | | | OUTER | 40 | 10/79 | 10 | 47 | 1.9 | 1.54 | 7600 |
| | | | | | | | | | OUTER | 25 | 10/78 | 10 | 57 | 1.9 | 0.06 | 7200 |
| | | | | | | | | | OUTER | 55 | 10/78 | 10 | 40 | 3.8 | 0.06 | 7200 |
| US 31E | NELSON (SLAG) | 4- 90 | 16.7- 17.7 | 1.0 | FAP-SP | 9/78 | 77 | 5390 | OUTER | 40 | 10/78 | 10 | 50 | 2.7 | 0.04 | 5300 |
| | | | | | | | | | OUTER | 40 | 6/79 | 10 | 56 | 2.1 | 0.71 | 5400 |
| | | | | | | | | | OUTER | 40 | 10/79 | 11 | 54 | 2.9 | 1.08 | 5400 |
| | | | | | | | | | OUTER | 25 | 10/78 | 10 | 64 | 2.7 | 0.04 | 5300 |
| | | | | | | | | | OUTER | 55 | 10/78 | 10 | 45 | 3.0 | 0.04 | 5300 |
| US 31E | NELSON (QUARTZ, GREEN RIVER) | 4- 90 | 17.7- 18.7 | 1.0 | FAP-SP | 9/78 | 77 | 4410 | OUTER | 40 | 10/78 | 10 | 49 | 1.1 | 0.04 | 4600 |
| | | | | | | | | | OUTER | 40 | 6/79 | 10 | 57 | 1.1 | 0.53 | 4400 |
| | | | | | | | | | OUTER | 40 | 10/79 | 10 | 56 | 1.1 | 0.89 | 4400 |
| | | | | | | | | | OUTER | 25 | 10/78 | 11 | 59 | 1.7 | 0.04 | 4600 |
| | | | | | | | | | OUTER | 55 | 10/78 | 10 | 44 | 1.2 | 0.04 | 4600 |
| US 31E | NELSON (GRANITE) | 4- 90 | 18.7- 19.7 | 1.0 | FAP-SP | 9/78 | 77 | 4290 | OUTER | 40 | 10/78 | 11 | 47 | 1.8 | 0.03 | 4100 |
| | | | | | | | | | OUTER | 40 | 6/79 | 10 | 57 | 1.2 | 0.56 | 4300 |
| | | | | | | | | | OUTER | 40 | 10/79 | 10 | 57 | 3.0 | 0.86 | 4300 |
| | | | | | | | | | OUTER | 25 | 10/78 | 12 | 57 | 3.5 | 0.03 | 4100 |
| | | | | | | | | | OUTER | 55 | 10/78 | 10 | 44 | 1.0 | 0.03 | 4100 |
| US 31E | NELSON (CONTROL) | 4- 90 | 19.7- 20.5 | 0.8 | FAP-SP | 9/78 | 77 | 3810 | OUTER | 40 | 10/78 | 9 | 48 | 3.3 | 0.03 | 3100 |
| | | | | | | | | | OUTER | 40 | 6/79 | 10 | 53 | 2.3 | 0.50 | 3100 |
| | | | | | | | | | OUTER | 40 | 10/79 | 8 | 51 | 3.0 | 0.76 | 3100 |
| | | | | | | | | | OUTER | 25 | 10/78 | 8 | 62 | 3.8 | 0.03 | 3100 |
| | | | | | | | | | OUTER | 55 | 10/78 | 9 | 42 | 2.4 | 0.03 | 3100 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9075 | ROCKCASTLE | 8-102 | 50.8- 59.0 | 8.2 | INTER | 9/77 | 75 | 17260 | OUTER | 40 | 9/77 | 34 | 52 | 7.1 | 0.0 | 12600 |
| | | | | | | | 77 | 17260 | OUTER | 40 | 12/77 | 64 | 48 | 2.1 | 0.39 | 12600 |
| | | | | | | | | | OUTER | 40 | 4/78 | 64 | 40 | 3.6 | 1.21 | 12600 |
| | | | | | | | 75 | 17260 | OUTER | 55 | 9/77 | 32 | 47 | 4.9 | 0.0 | 4600 |
| | | | | | | | 77 | 17260 | INNER | 40 | 12/77 | 32 | 53 | 1.7 | 0.14 | 4600 |
| | | | | | | | | | INNER | 40 | 4/78 | 32 | 48 | 2.3 | 0.44 | 4600 |
| I 9075 | ROCKCASTLE | 8-102 | 59.0- 61.8 | 2.8 | INTER | 9/77 | 75 | 17260 | OUTER | 40 | 9/77 | 8 | 47 | 2.7 | 0.0 | 12600 |
| | | | | | | | | | OUTER | 40 | 9/77 | 23 | 49 | 6.2 | 0.1 | 12600 |
| | | | | | | | 77 | 17260 | OUTER | 40 | 12/77 | 26 | 50 | 2.0 | 0.39 | 12600 |
| | | | | | | | | | OUTER | 40 | 4/78 | 22 | 47 | 4.9 | 1.21 | 12600 |
| | | | | | | | 75 | 17260 | OUTER | 55 | 9/77 | 17 | 40 | 4.5 | 0.1 | 4600 |
| | | | | | | | 77 | 17260 | INNER | 40 | 12/77 | 19 | 52 | 1.9 | 0.14 | 4600 |
| | | | | | | | | | INNER | 40 | 4/78 | 15 | 52 | 3.3 | 0.44 | 4600 |
| I 9075 | ROCKCASTLE | 8-102 | 61.8- 65.2 | 3.4 | INTER | 9/77 | 75 | 17260 | OUTER | 40 | 9/77 | 14 | 49 | 1.4 | 0.0 | 12600 |
| | | | | | | | | | OUTER | 40 | 9/77 | 25 | 47 | 4.8 | 0.1 | 12600 |
| | | | | | | | 77 | 17260 | OUTER | 40 | 12/77 | 26 | 48 | 1.4 | 0.39 | 12600 |
| | | | | | | | | | OUTER | 40 | 4/78 | 27 | 44 | 1.9 | 1.21 | 12600 |
| | | | | | | | 75 | 17260 | OUTER | 55 | 9/77 | 23 | 42 | 3.2 | 0.1 | 4600 |
| | | | | | | | 77 | 17260 | INNER | 40 | 12/77 | 13 | 52 | 1.3 | 0.14 | 4600 |
| | | | | | | | | | INNER | 40 | 4/78 | 13 | 50 | 1.7 | 0.44 | 4600 |

CLASS AA (SKID-RESISTANT), BITUMINOUS SURFACE



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KY 55 | SPENCER | 5-108 | 6.8- 7.9 | 1.1 | FAS-SS | 10/79 | 79 | 2770 | OUTER | 40 | 11/79 | 10 | 49 | 3.7 | 0.03 | 2770 |
| | | | | | | | | | OUTER | 25 | 11/79 | 6 | 60 | 2.2 | 0.03 | 2770 |
| | | | | | | | | | OUTER | 55 | 11/79 | 6 | 47 | 0.7 | 0.03 | 2770 |
| I 9264 | JEFFERSON (EB LANES) | 5- 56 | 8.2- 14.3 | 6.1 | INTER | 10/79 | 77 | 82760 | OUTER | 40 | 10/79 | 24 | 41 | 4.3 | 0.06 | 62500 |
| | | | | | | | | | INNER | 40 | 10/79 | 12 | 46 | 2.7 | 0.02 | 20300 |
| I 9264 | JEFFERSON (WB LANES) | 5- 56 | 8.2- 18.0 | 9.8 | INTER | 10/79 | 77 | 82560 | OUTER | 40 | 10/79 | 38 | 48 | 2.3 | 0.06 | 62200 |
| | | | | | | | | | INNER | 40 | 10/79 | 20 | 50 | 2.5 | 0.02 | 20400 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KY 151 | FRANKLIN (OVERLAID) | 5- 37 | 2.5- 3.0 | 0.5 | FAS-SP | 8/76 | 75 | 1240 | OUTER | 40 | 8/76 | 11 | 40 | 6.5 | 0.01 | 1450 |
| | | | | | | | | | OUTER | 40 | 10/76 | 13 | 35 | 4.3 | 0.04 | 1280 |
| | | | | | | | | | OUTER | 40 | 11/76 | 24 | 35 | 7.2 | 0.05 | 1270 |
| | | | | | | | | | OUTER | 40 | 6/77 | 18 | 30 | 6.2 | 0.19 | 1250 |
| | | | | | | | | | OUTER | 40 | 9/77 | 16 | 27 | 4.4 | 0.25 | 1250 |
| KY 151 | FRANKLIN (OVERLAID) | 5- 37 | 3.0- 3.3 | 0.3 | FAS-SP | 8/76 | 75 | 1240 | OUTER | 40 | 10/76 | 9 | 57 | 1.6 | 0.0 | 1240 |
| | | | | | | | | | OUTER | 40 | 11/76 | 11 | 50 | 2.0 | 0.02 | 1390 |
| | | | | | | | | | OUTER | 40 | 6/77 | 11 | 18 | 11.3 | 0.15 | 1260 |
| | | | | | | | | | OUTER | 40 | 9/77 | 8 | 40 | 4.0 | 0.21 | 1250 |

BITUMINOUS, RECENT RESURFACING, MISC.



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 27 | BOURBON | 7- 9 | 6.7- 7.9 | 1.3 | FAP-SP | 8/76 | 77 | 8140 | OUTER | 40 | 9/77 | 19 | 45 | 3.3 | 1.35 | 7000 |
| | | | | | | | | | OUTER | 40 | 9/78 | 9 | 35 | 4.6 | 2.62 | 7000 |
| | | | | | | | | | OUTER | 25 | 9/77 | 11 | 58 | 3.7 | 1.35 | 7000 |
| | | | | | | | | | OUTER | 55 | 9/77 | 11 | 43 | 4.1 | 1.35 | 7000 |
| | | | | | | | | | INNER | 40 | 9/78 | 3 | 35 | 0.3 | 0.47 | 1200 |
| US 60 | BOYD (FULL DEPTH) | 9- 10 | 4.3- 9.9 | 5.6 | FAP-SP | 3/72 | 75 | 13180 | OUTER | 40 | 9/75 | 24 | 47 | 4.4 | 5.67 | 8770 |
| | | | | | | | 77 | 18480 | OUTER | 40 | 9/77 | 22 | 37 | 4.3 | 10.37 | 10400 |
| | | | | | | | | | OUTER | 40 | 8/78 | 21 | 40 | 6.8 | 12.67 | 10800 |
| | | | | | | | 75 | 13180 | INNER | 40 | 9/75 | 23 | 54 | 1.9 | 1.33 | 2050 |
| | | | | | | | 77 | 18480 | INNER | 40 | 9/77 | 24 | 49 | 3.3 | 3.18 | 3200 |
| | | | | | | | | | INNER | 40 | 8/78 | 20 | 49 | 2.0 | 4.08 | 3500 |
| US 62 | NELSON | 4- 90 | 14.7- 18.1 | 3.4 | FAS-SS | 0/ 0 | 77 | 5260 | OUTER | 40 | 9/78 | 12 | 33 | 8.4 | 0.00 | 5260 |
| KY 80 | PULASKI | 8-100 | 21.8- 28.3 | 6.5 | FAP-SP | 8/75 | 73 | 4520 | OUTER | 40 | 8/75 | 24 | 40 | 9.3 | 0.0 | 4090 |
| | | | | | | | | | OUTER | 40 | 6/76 | 26 | 46 | 4.4 | 0.61 | 4090 |
| | | | | | | | | | OUTER | 40 | 6/77 | 27 | 37 | 4.3 | 1.37 | 4090 |
| | | | | | | | 77 | 5260 | OUTER | 40 | 9/78 | 22 | 30 | 3.0 | 2.64 | 4700 |
| | | | | | | | 73 | 4520 | OUTER | 25 | 6/77 | 24 | 49 | 3.8 | 1.37 | 4090 |
| | | | | | | | | | OUTER | 55 | 6/77 | 25 | 29 | 4.9 | 1.37 | 4090 |
| | | | | | | | | | INNER | 40 | 8/75 | 2 | 34 | 0.0 | 0.0 | 430 |
| | | | | | | | | | INNER | 40 | 6/76 | 27 | 49 | 4.8 | 0.06 | 430 |
| | | | | | | | | | INNER | 40 | 6/77 | 27 | 50 | 5.2 | 0.14 | 430 |
| | | | | | | | | | INNER | 25 | 6/77 | 25 | 59 | 3.4 | 0.14 | 430 |
| | | | | | | | | | INNER | 55 | 6/77 | 23 | 42 | 5.4 | 0.14 | 430 |
| | | | | | | | 77 | 5260 | INNER | 40 | 9/78 | 23 | 45 | 2.1 | 0.32 | 600 |
| US 127 | FRANKLIN (BOILER SLAG, NB LANES ONLY) | 5- 37 | 4.5- 5.0 | 0.5 | UR | 9/77 | 75 | 12940 | OUTER | 40 | 10/77 | 4 | 52 | 1.4 | 0.13 | 6760 |
| | | | | | | | 77 | 9000 | OUTER | 40 | 9/78 | 3 | 48 | 4.2 | 1.36 | 7300 |
| | | | | | | | | | OUTER | 40 | 10/79 | 9 | 53 | 3.2 | 2.82 | 7400 |
| | | | | | | | 75 | 12940 | INNER | 40 | 10/77 | 4 | 51 | 0.9 | 0.04 | 1870 |
| | | | | | | | 77 | 9000 | INNER | 40 | 9/78 | 3 | 49 | 3.3 | 0.27 | 1400 |
| | | | | | | | | | INNER | 40 | 10/79 | 9 | 57 | 2.1 | 0.55 | 1400 |
| US 421 | FRANKLIN (BOILER SLAG, SB LANES ONLY) | 5- 37 | 3.1- 3.6 | 0.5 | UR | 9/77 | 75 | 5600 | OUTER | 40 | 10/77 | 5 | 50 | 1.3 | 0.06 | 3310 |
| | | | | | | | 77 | 2730 | OUTER | 40 | 7/79 | 5 | 44 | 1.7 | 0.85 | 2500 |
| | | | | | | | 75 | 5600 | INNER | 40 | 10/77 | 3 | 52 | 1.7 | 0.01 | 420 |
| | | | | | | | 77 | 2730 | INNER | 40 | 7/79 | 4 | 49 | 4.5 | 0.06 | 200 |
| US 421 | FRANKLIN (CONVENTIAL, NB LANES ONLY) | 5- 37 | 31.0- 3.6 | -27.4 | UR | 9/77 | 77 | 2730 | OUTER | 40 | 10/77 | 3 | 33 | 0.7 | 0.04 | 1900 |
| US 421 | FRANKLIN | 5- 37 | 3.1- 3.6 | 0.5 | UR | 9/77 | 77 | 2730 | OUTER | 40 | 7/79 | 6 | 44 | 4.2 | 0.85 | 2500 |
| US 421 | FRANKLIN | 5- 37 | 31.0- 3.6 | -27.4 | UR | 9/77 | 77 | 2730 | INNER | 40 | 10/77 | 4 | 36 | 2.5 | 0.00 | 2730 |
| US 421 | FRANKLIN | 5- 37 | 3.1- 3.6 | 0.5 | UR | 9/77 | 77 | 2730 | INNER | 40 | 7/79 | 5 | 50 | 0.9 | 0.06 | 200 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9064 | CLARK | 7- 25 | 89.5-101.7 | 12.2 | INTER | 10/73 | 75 | 13370 | OUTER | 40 | 8/74 | 42 | 40 | 3.1 | 1.70 | 11320 |
| | | | | | | | 77 | 13660 | OUTER | 40 | 9/77 | 95 | 39 | 2.1 | 7.62 | 10600 |
| | | | | | | | | | OUTER | 40 | 9/79 | 97 | 44 | 2.0 | 11.49 | 10600 |
| | | | | | | | 75 | 13370 | INNER | 40 | 8/74 | 44 | 49 | 2.7 | 0.54 | 3570 |
| I 9064 | CLARK | 7- 25 | 101.7-112.4 | 10.7 | INTER | 10/73 | 75 | 7550 | OUTER | 40 | 8/74 | 38 | 45 | 2.7 | 0.95 | 6350 |
| | -MONTGOMERY | 7- 87 | | | | | 77 | 9460 | OUTER | 40 | 9/77 | 80 | 45 | 2.3 | 4.82 | 6700 |
| | | | | | | | | | OUTER | 40 | 9/79 | 83 | 48 | 2.8 | 7.68 | 7100 |
| | | | | | | | 75 | 7550 | INNER | 40 | 8/74 | 34 | 50 | 2.1 | 0.15 | 1020 |
| I 9064 | CARTER | 9- 22 | 171.9-181.4 | 9.5 | INTER | 9/73 | 77 | 9410 | OUTER | 40 | 9/77 | 72 | 37 | 2.3 | 5.15 | 7000 |
| | | | | | | | | | OUTER | 40 | 9/79 | 75 | 41 | 2.4 | 8.00 | 7300 |
| I 9075 | ROCKCASTLE | 8-102 | 50.8- 60.6 | 9.8 | INTER | 8/78 | 77 | 21130 | OUTER | 40 | 8/79 | 78 | 42 | 6.0 | 2.66 | 14600 |
| I 9075 | ROCKCASTLE | 8-102 | 62.0- 65.2 | 3.2 | INTER | 8/78 | 77 | 22590 | OUTER | 40 | 8/79 | 26 | 41 | 2.6 | 2.79 | 15300 |
| I 9075 | MADISON | 7- 76 | 87.2- 89.9 | 2.7 | INTER | 7/72 | 75 | 23400 | OUTER | 40 | 9/74 | 10 | 33 | 2.5 | 6.20 | 15570 |
| | | | | | | | 77 | 29530 | OUTER | 40 | 9/77 | 22 | 34 | 1.5 | 15.12 | 16000 |
| | | | | | | | | | OUTER | 40 | 8/79 | 23 | 36 | 1.4 | 21.47 | 16600 |
| | | | | | | | 75 | 23400 | INNER | 40 | 9/74 | 12 | 43 | 3.0 | 3.15 | 7910 |
| I 9075 | MADISON | 7- 76 | 89.9-100.4 | 10.5 | INTER | 7/72 | 75 | 22420 | OUTER | 40 | 9/74 | 40 | 36 | 4.4 | 6.72 | 16870 |
| | -FAYETTE | 7- 34 | | | | | 77 | 30650 | OUTER | 40 | 9/77 | 81 | 35 | 3.7 | 15.50 | 16400 |
| | | | | | | | | | OUTER | 40 | 8/79 | 83 | 39 | 3.4 | 22.01 | 17000 |
| | | | | | | | 75 | 22420 | INNER | 40 | 9/74 | 38 | 44 | 5.5 | 3.80 | 9540 |
| I 9264 | JEFFERSON | 5- 56 | 14.3- 20.0 | 5.7 | INTER | 5/78 | 77 | 74520 | OUTER | 40 | 6/78 | 23 | 42 | 1.6 | 0.90 | 49800 |
| | | | | | | | | | OUTER | 40 | 7/79 | 24 | 41 | 3.2 | 10.28 | 49800 |
| | | | | | | | | | INNER | 40 | 6/78 | 23 | 43 | 1.5 | 0.45 | 24700 |
| | | | | | | | | | INNER | 40 | 7/79 | 12 | 44 | 3.7 | 5.11 | 24700 |
| I 9264 | JEFFERSON | 5- 56 | 18.0- 20.0 | 1.9 | INTER | 5/78 | 77 | 32470 | OUTER | 40 | 6/78 | 8 | 39 | 3.1 | 0.35 | 19500 |
| | | | | | | | | | OUTER | 40 | 7/79 | 8 | 43 | 5.1 | 4.02 | 19500 |
| | | | | | | | | | INNER | 40 | 6/78 | 8 | 42 | 1.1 | 0.23 | 13000 |
| | | | | | | | | | INNER | 40 | 7/79 | 3 | 43 | 2.8 | 2.68 | 13000 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 31H | HARDIN | 4- 47 | 0.0- 3.6 | 3.6 | UR | 11/74 | 75 | 8275 | OUTER | 40 | 9/75 | 15 | 47 | 1.9 | 1.12 | 7340 |
| | | | | | | | | | OUTER | 40 | 6/76 | 15 | 49 | 3.1 | 2.10 | 7180 |
| | | | | | | | | | OUTER | 40 | 11/76 | 16 | 40 | 4.7 | 2.62 | 7150 |
| | | | | | | | | | OUTER | 40 | 6/77 | 18 | 37 | 2.9 | 3.39 | 7120 |
| | | | | | | | 77 | 8275 | OUTER | 40 | 11/78 | 15 | 37 | 3.0 | 5.19 | 7100 |
| | | | | | | | | | OUTER | 40 | 10/79 | 22 | 38 | 4.7 | 6.39 | 7100 |
| | | | | | | | 75 | 8275 | OUTER | 25 | 6/77 | 17 | 46 | 2.9 | 3.39 | 7120 |
| | | | | | | | | | OUTER | 55 | 6/77 | 18 | 27 | 2.6 | 3.39 | 7120 |
| | | | | | | | | | INNER | 40 | 9/75 | 9 | 48 | 1.3 | 0.20 | 1320 |
| | | | | | | | | | INNER | 40 | 6/76 | 12 | 51 | 4.1 | 0.38 | 1290 |
| | | | | | | | | | INNER | 40 | 11/76 | 12 | 43 | 7.2 | 0.47 | 1290 |
| | | | | | | | | | INNER | 40 | 6/77 | 12 | 42 | 2.4 | 0.61 | 1280 |
| | | | | | | | 77 | 8275 | INNER | 40 | 11/78 | 10 | 45 | 2.4 | 0.93 | 1300 |
| | | | | | | | | | INNER | 40 | 10/79 | 12 | 45 | 2.5 | 1.15 | 1300 |
| | | | | | | | 75 | 8275 | INNER | 25 | 6/77 | 12 | 54 | 2.3 | 0.61 | 1280 |
| | | | | | | | | | INNER | 55 | 6/77 | 12 | 31 | 3.1 | 0.61 | 1280 |
| US 31W | HARDIN | 4- 47 | 30.2- 33.0 | 2.8 | SP | 12/74 | 75 | 15240 | OUTER | 40 | 9/75 | 10 | 46 | 3.6 | 1.61 | 11720 |
| | | | | | | | | | OUTER | 40 | 6/76 | 10 | 45 | 2.5 | 3.22 | 11610 |
| | | | | | | | | | OUTER | 40 | 11/76 | 11 | 40 | 3.2 | 4.07 | 11590 |
| | | | | | | | | | OUTER | 40 | 6/77 | 13 | 36 | 3.8 | 5.36 | 11570 |
| | | | | | | | 77 | 19790 | OUTER | 40 | 11/78 | 10 | 40 | 3.9 | 9.12 | 12700 |
| | | | | | | | | | OUTER | 40 | 10/79 | 11 | 40 | 3.9 | 11.51 | 12900 |
| | | | | | | | 75 | 15240 | OUTER | 25 | 6/77 | 12 | 48 | 4.0 | 5.36 | 11570 |
| | | | | | | | | | OUTER | 55 | 6/77 | 12 | 29 | 3.8 | 5.36 | 11570 |
| | | | | | | | | | INNER | 40 | 9/75 | 12 | 48 | 2.3 | 0.52 | 3800 |
| | | | | | | | | | INNER | 40 | 6/76 | 10 | 48 | 3.5 | 1.04 | 3770 |
| | | | | | | | | | INNER | 40 | 11/76 | 11 | 49 | 2.1 | 1.32 | 3760 |
| | | | | | | | | | INNER | 40 | 6/77 | 12 | 47 | 3.0 | 1.74 | 3750 |
| | | | | | | | 77 | 19790 | INNER | 40 | 11/78 | 10 | 45 | 6.8 | 3.42 | 4800 |
| | | | | | | | | | INNER | 40 | 10/79 | 12 | 47 | 4.9 | 4.42 | 5000 |
| | | | | | | | 75 | 15240 | INNER | 25 | 6/77 | 13 | 60 | 3.0 | 1.74 | 3750 |
| | | | | | | | | | INNER | 55 | 6/77 | 13 | 38 | 6.6 | 1.74 | 3750 |
| US 31W | MEADE | 4- 82 | 0.0- 0.8 | 0.8 | FAP-SP | 12/74 | 75 | 15240 | OUTER | 40 | 9/75 | 2 | 47 | 0.0 | 1.61 | 11720 |
| | | | | | | | | | OUTER | 40 | 6/76 | 4 | 49 | 1.4 | 3.22 | 11610 |
| | | | | | | | | | OUTER | 40 | 11/76 | 6 | 42 | 1.5 | 4.07 | 11590 |
| | | | | | | | | | OUTER | 40 | 6/77 | 6 | 40 | 5.7 | 5.36 | 11570 |
| | | | | | | | 77 | 13660 | OUTER | 40 | 11/78 | 6 | 41 | 6.0 | 7.97 | 11100 |
| | | | | | | | | | OUTER | 40 | 10/79 | 10 | 39 | 3.9 | 9.78 | 11000 |
| | | | | | | | 75 | 15240 | OUTER | 25 | 6/77 | 7 | 47 | 3.3 | 5.36 | 11570 |
| | | | | | | | | | OUTER | 55 | 6/77 | 5 | 30 | 4.5 | 5.36 | 11570 |
| | | | | | | | | | INNER | 40 | 9/75 | 2 | 48 | 0.0 | 0.52 | 3800 |
| | | | | | | | | | INNER | 40 | 6/76 | 5 | 50 | 1.0 | 1.04 | 3770 |
| | | | | | | | | | INNER | 40 | 11/76 | 6 | 48 | 4.6 | 1.32 | 3760 |
| | | | | | | | | | INNER | 40 | 6/77 | 6 | 47 | 2.7 | 1.74 | 3750 |
| | | | | | | | 77 | 13660 | INNER | 40 | 11/78 | 6 | 49 | 3.5 | 2.46 | 3400 |
| | | | | | | | | | INNER | 40 | 10/79 | 10 | 48 | 5.9 | 2.98 | 3400 |
| | | | | | | | 75 | 15240 | INNER | 25 | 6/77 | 6 | 58 | 4.0 | 1.74 | 3750 |
| | | | | | | | | | INNER | 55 | 6/77 | 4 | 38 | 3.9 | 1.74 | 3750 |

| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9024 | CHRISTIAN | 2- 24 | 85.6- 93.3 | 7.7 | INTER | 10/75 | 75 | 1600 | OUTER | 40 | 6/75 | 34 | 47 | 3.5 | 0.0 | 1600 |
| | | | | | | | 77 | 4920 | OUTER | 40 | 10/77 | 57 | 46 | 2.4 | 0.96 | 2700 |
| | | | | | | | | | OUTER | 40 | 10/79 | 59 | 48 | 2.1 | 2.58 | 3500 |
| | | | | | | | 75 | 1600 | OUTER | 25 | 6/75 | 32 | 55 | 3.0 | 0.0 | 1600 |
| | | | | | | | | | OUTER | 55 | 6/75 | 28 | 38 | 2.8 | 0.0 | 1600 |
| | | | | | | | | | INNER | 40 | 6/75 | 31 | 49 | 3.1 | 0.0 | 1600 |
| | | | | | | | 77 | 4920 | INNER | 40 | 10/77 | 29 | 47 | 1.7 | 0.09 | 200 |
| | | | | | | | | | INNER | 40 | 10/79 | 29 | 55 | 1.6 | 0.27 | 400 |
| | | | | | | | 75 | 1600 | INNER | 25 | 6/75 | 30 | 56 | 3.7 | 0.0 | 1600 |
| | | | | | | | | | INNER | 55 | 6/75 | 23 | 38 | 2.4 | 0.0 | 1600 |
| I 9064 | FRANKLIN -WOODFORD | 5- 37 7-120 | 57.9- 65.3 | 7.4 | INTER | 9/73 | 75 | 10670 | OUTER | 40 | 10/74 | 26 | 42 | 4.1 | 3.29 | 17280 |
| | | | | | | | 77 | 14160 | OUTER | 40 | 9/77 | 72 | 38 | 2.7 | 8.01 | 10920 |
| | | | | | | | | | OUTER | 40 | 7/79 | 57 | 31 | 2.7 | 11.83 | 11200 |
| | | | | | | | 75 | 10670 | INNER | 40 | 10/74 | 28 | 53 | 2.8 | 0.75 | 3960 |
| | | | | | | | 77 | 14160 | INNER | 40 | 9/77 | 15 | 58 | 4.3 | 1.83 | 2500 |
| | | | | | | | | | INNER | 40 | 7/79 | 33 | 49 | 4.2 | 3.07 | 2900 |
| I 9064 | WOODFORD -FAYETTE | 7-120 7- 34 | 65.3- 75.2 | 9.9 | INTER | 9/73 | 75 | 11030 | OUTER | 40 | 10/74 | 36 | 43 | 3.3 | 2.96 | 15550 |
| | | | | | | | 77 | 12790 | OUTER | 40 | 9/77 | 79 | 38 | 2.5 | 7.81 | 10640 |
| | | | | | | | | | OUTER | 40 | 7/79 | 71 | 32 | 3.0 | 11.21 | 10600 |
| | | | | | | | 75 | 11030 | INNER | 40 | 10/74 | 36 | 52 | 2.3 | 0.60 | 3170 |
| | | | | | | | 77 | 12790 | INNER | 40 | 9/77 | 6 | 56 | 0.5 | 1.75 | 2380 |
| | | | | | | | | | INNER | 40 | 7/79 | 35 | 51 | 3.9 | 2.72 | 2600 |

PORTLAND CEMENT CONCRETE PAVEMENT (TRANSVERSELY GROOVED)



| ROAD | COUNTY | DISTRICT -COUNTY | MILEPOINT TERMINI | LENGTH (MILES) | SYSTEM | COMPL DATE | TRAFFIC VOLUME YR | TRAFFIC VOLUME AADT | LANE GROUP | TEST SPEED (MPH) | MONTH TESTED | NUMBER OF TESTS | SKID NUMBER AVG | SKID NUMBER STD DEV | CUMULATIVE TRAFFIC (MILLIONS) | EFFECTIVE AADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I 9024 | CHRISTIAN -TRIGG | 2- 24 1-111 | 64.3- 76.1 | 11.8 | INTER | 10/75 | 75 | 1640 | OUTER | 40 | 6/75 | 38 | 57 | 3.6 | 0.0 | 1640 |
| | | | | | | | | | OUTER | 40 | 8/76 | 45 | 55 | 2.9 | 0.26 | 1650 |
| | | | | | | | 77 | 2620 | OUTER | 40 | 10/77 | 41 | 54 | 1.8 | 0.69 | 1900 |
| | | | | | | | | | OUTER | 40 | 10/79 | 82 | 58 | 1.6 | 1.59 | 2200 |
| | | | | | | | 75 | 1640 | OUTER | 25 | 6/75 | 36 | 62 | 2.2 | 0.0 | 1640 |
| | | | | | | | | | OUTER | 55 | 6/75 | 31 | 51 | 3.5 | 0.0 | 1640 |
| | | | | | | | | | INNER | 40 | 6/75 | 38 | 57 | 3.5 | 0.0 | 1640 |
| | | | | | | | | | INNER | 40 | 8/76 | 44 | 56 | 4.6 | 0.02 | 90 |
| | | | | | | | 77 | 2620 | INNER | 40 | 10/77 | 41 | 53 | 2.0 | 0.04 | 100 |
| | | | | | | | | | INNER | 40 | 10/79 | 42 | 57 | 2.2 | 0.10 | 100 |
| | | | | | | | 75 | 1640 | INNER | 25 | 6/75 | 35 | 64 | 3.9 | 0.0 | 1640 |
| | | | | | | | | | INNER | 55 | 6/75 | 29 | 52 | 4.0 | 0.0 | 1640 |
| I 9024 | CHRISTIAN | 2- 24 | 76.1- 85.6 | 9.5 | INTER | 10/75 | 75 | 1900 | OUTER | 40 | 6/75 | 44 | 55 | 4.1 | 0.0 | 1900 |
| | | | | | | | | | OUTER | 40 | 8/76 | 11 | 53 | 6.1 | 0.30 | 1870 |
| | | | | | | | 77 | 2540 | OUTER | 40 | 10/77 | 75 | 56 | 2.1 | 0.74 | 2100 |
| | | | | | | | | | OUTER | 40 | 10/79 | 75 | 58 | 1.7 | 1.61 | 2200 |
| | | | | | | | 75 | 1900 | OUTER | 25 | 6/75 | 38 | 61 | 2.7 | 0.0 | 1900 |
| | | | | | | | | | OUTER | 55 | 6/75 | 35 | 52 | 6.6 | 0.0 | 1900 |
| | | | | | | | | | INNER | 40 | 6/75 | 40 | 57 | 3.0 | 0.0 | 1900 |
| | | | | | | | | | INNER | 40 | 8/76 | 12 | 55 | 4.7 | 0.01 | 90 |
| | | | | | | | 77 | 2540 | INNER | 40 | 10/77 | 36 | 56 | 2.7 | 0.04 | 100 |
| | | | | | | | | | INNER | 40 | 10/79 | 37 | 61 | 2.6 | 0.10 | 100 |
| | | | | | | | 75 | 1900 | INNER | 25 | 6/75 | 41 | 61 | 2.3 | 0.0 | 1900 |
| | | | | | | | | | INNER | 55 | 6/75 | 37 | 53 | 5.1 | 0.0 | 1900 |